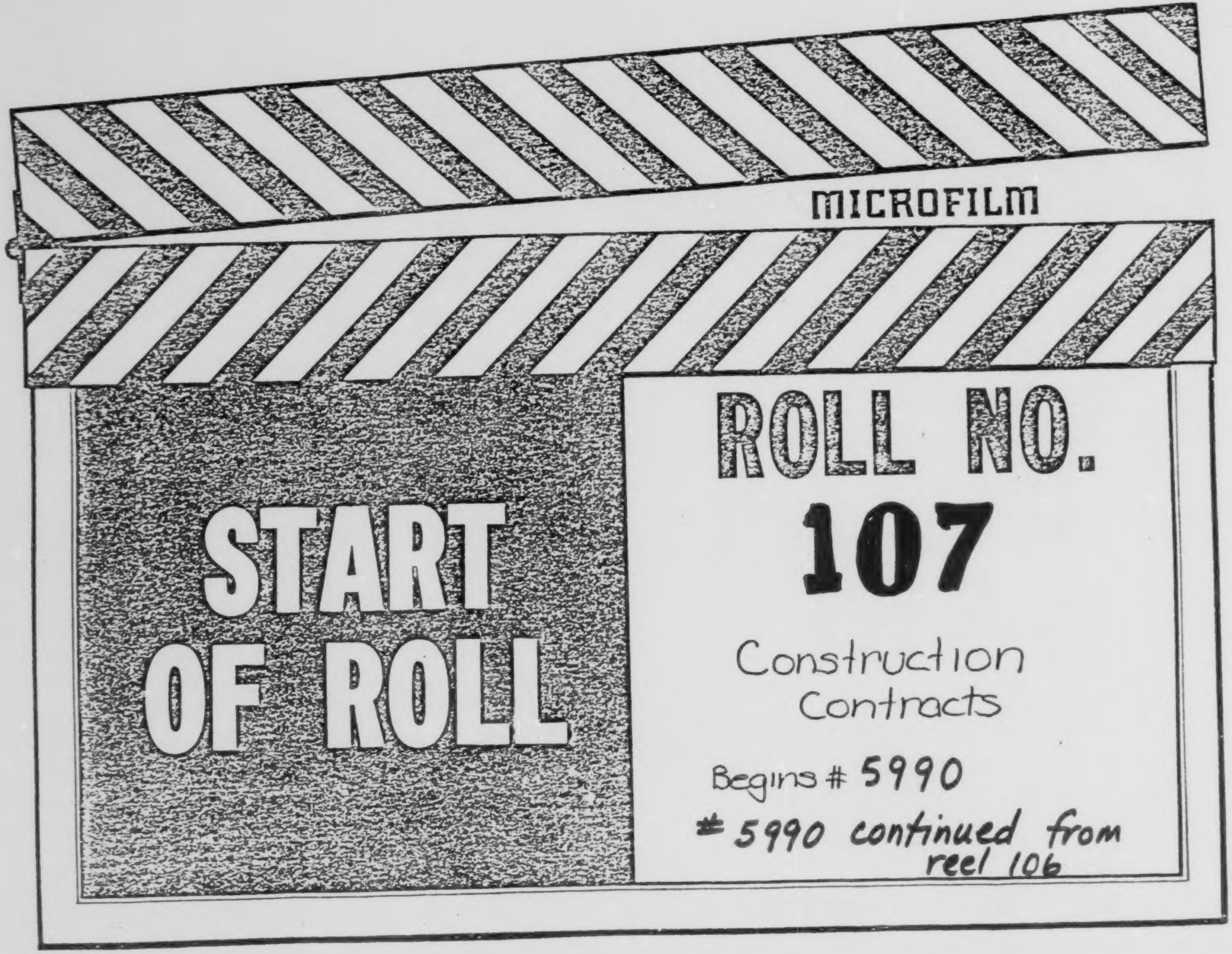


MICROFILM

START OF ROLL

ROLL NO.

107

Construction
Contracts

Begins # 5990

#5990 continued from
reel 106

I-80N-2(23) Hood River UPRR Overcrossing, eastbound, Columbia River Hwy. 1961
61
#5990

RR 541
RR 372

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 19, 1960

Ref. File: D 315 - 2 - 40

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

SECOND HOOD RIVER OVERCROSSING

You will recall that during your and Mr. Merchant's conversation with Mr. Baysinger, May 5th, the variation of the alignment of the existing construction, as shown on the original plans and the plans of the proposed Second Overcrossing, was mentioned.

It will be appreciated if, at an early date, the alignment of the existing highway, which you proposed to develop, with ties to the main track and to the alignment of the proposed construction, can be made available.

Yours very truly,

G H Baker
G. H. Baker, FD
Superintendent

Copy to
Mr. Merchant

RECEIVED
MAY 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXS

RECEIVED
MAY 23 1960
OREGON
STATE HIGHWAY COMMISSION

Lyle Walton

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAY 1 - 1960
FOR FILING

E-80N-3(23)61

5990

May 2, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 373 - 2nd Hood River O-Xing
OWRR & N Co.
Columbia River Highway
Hood River County

Dear Sir:

Herewith I hand you five copies of petition of the State Highway Commission in the above titled matter.

Two copies are for service upon the Railroad Companies, one copy is for service upon the City of Hood River, and one copy may be served upon Hood River County in case you think such service is desirable. It is not considered that the County is a necessary party.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
Dean Swift

RECEIVED
MAY - 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Pux 373

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a second overcrossing over the tracks of Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the SECOND HOOD RIVER OVERCROSSING project, situate in the City of Hood River, in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 25, Township 3 North, Range 10 East, W.M., in Hood River County, Oregon.	PETITION No.______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That, heretofore, by virtue of Public Utility Commissioner's Order No. 28212, issued September 17, 1951, Docket F-2314, Petitioner has constructed an overcrossing structure for two-way traffic over the tracks of railroad companies. That in order to bring the Columbia River Highway to Federal Interstate Highway standards it now is desirable and necessary to construct an additional overcrossing structure, situate southerly from the existing structure, as shown on Drawings 8662-A and 15265, attached hereto and by this reference made a part hereof. After construction of the proposed structure, the existing structure will serve west-bound traffic, only, and the proposed structure will serve east-bound traffic, only.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service, convenience and safety of public highway travel, and also for traffic upon the railroad, in that it will be located on a Federal Interstate Highway carrying a large volume of traffic and the railroad is part of a transcontinental railroad route carrying heavy railroad traffic, and that a grade crossing of the said railroad at said point is not and would not be in the best interest of safety and convenience, either as to traffic on the highway or as to traffic on the railroad, and would not be permissible on a Federal Interstate Highway.

V

That the grade approaching said proposed overcrossing from the west is a descending grade of 2.52 percent, and that the grade approaching the proposed structure from the east is an ascending grade of 3.67 percent, which grades are connected by a vertical curve 400 feet in length.

VI

That the Petitioner proposes that the construction and maintenance of the proposed overcrossing structure and the facilities of railroad be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof.

(b) Except as stated under "Things to be Done by Railroads," finance the said project, without participation therein from funds of railroad companies, from State and Federal Highway funds, including reimbursement to railroad companies for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited under the accounting practices contained in Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the said structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement as hereinabove stated, make such rearrangements in their signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement as hereinabove stated, furnish and install protective guardrail on and along the existing railroad main line track as may be necessary.

(c) Subject to reimbursement as hereinabove stated, furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project.

(d) Subject to reimbursement as hereinabove stated, place and remove such "Impaired Clearance" signs as may be required for railroad operations.

(e) Subject to reimbursement as hereinabove stated, remove and replace right of way fence as may be required for the construction of the project.

(f) At their own cost and expense, maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

VII

That it is estimated that the average daily volume of vehicular traffic on the proposed structure will be 2,050 vehicles per day, with an anticipated estimated volume of 5,000 vehicles per day in 1975, and that there is an average of 30 train movements per day on the tracks of railroad companies, including switching movements.

VIII

That during construction of the vertical clearances over the tracks of railroads will, at all times, be in excess of the requirements of Public Utility Commissioner's Order No. 33,600, but that temporary impaired horizontal clearances will be required for pier foundation construction as follows:

7' - 6" on the southwesterly side of the southwesterly spur track as shown by View 1 on Drawing 8662-A.

7' - 6" on the northeasterly side of the northeasterly spur track as shown by View 1 on Drawing 8662-A.

7' - 6" on the southwesterly side of the main line track as shown by View 2 on Drawing 8662-A.

7' - 6" on the northeasterly side of the passing track as shown by View 2 on Drawing 8662-A.

After construction the said impaired horizontal clearances will be removed.

It is further represented that if railroad companies can shift traffic on the main line and passing tracks to coordinate with the pier foundation construction, impaired clearances on neither said tracks will be required.

IX

That the proposed construction is in the Northwest quarter of the Southwest quarter of Section 25, Township 3 North, Range 10 East, W.M., in Hood River County, Oregon.

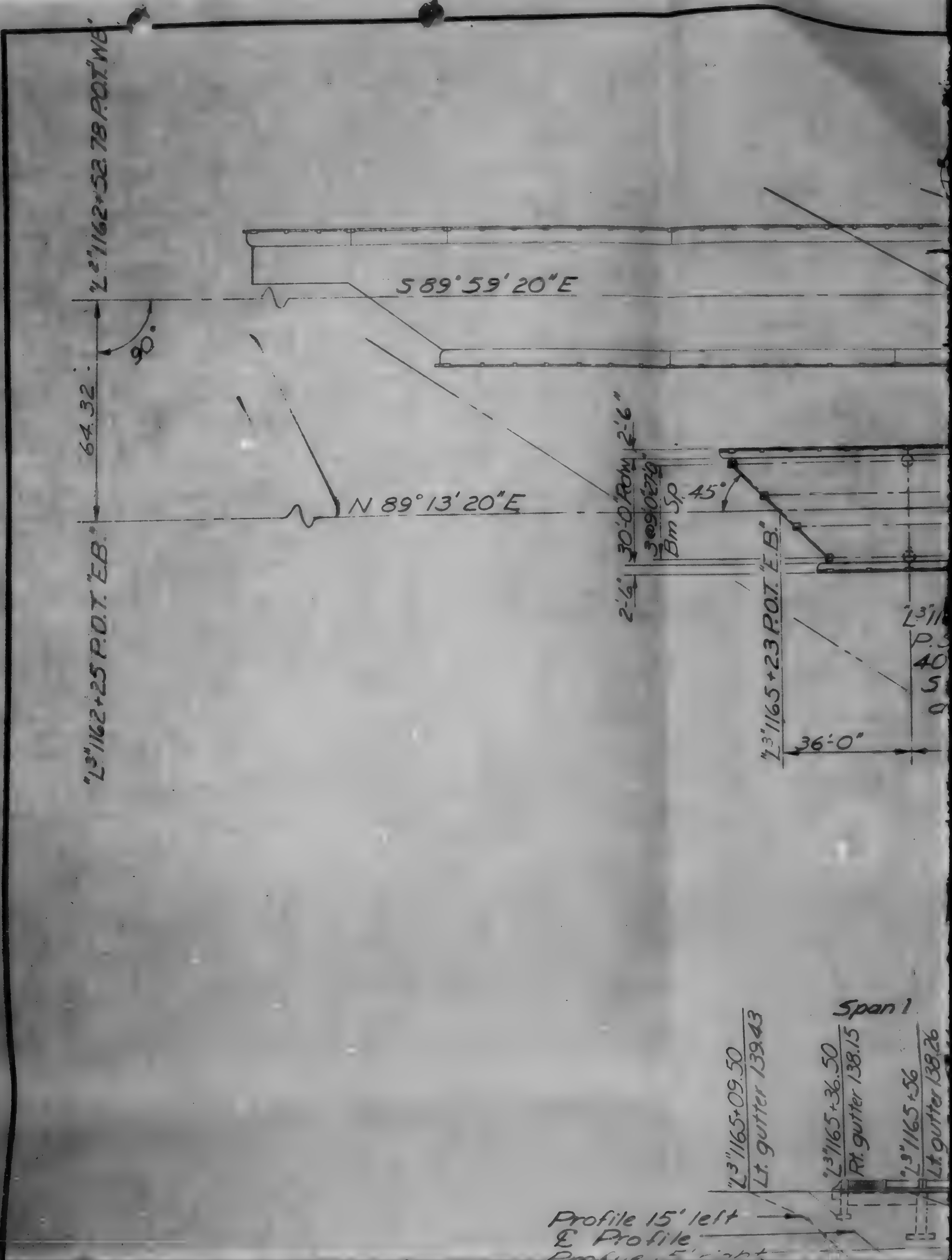
WHEREFORE, Petitioner prays for an order authorizing such construction and for the operation of trains during the period of impaired clearances, and for such other and further order as may be proper in the premises.

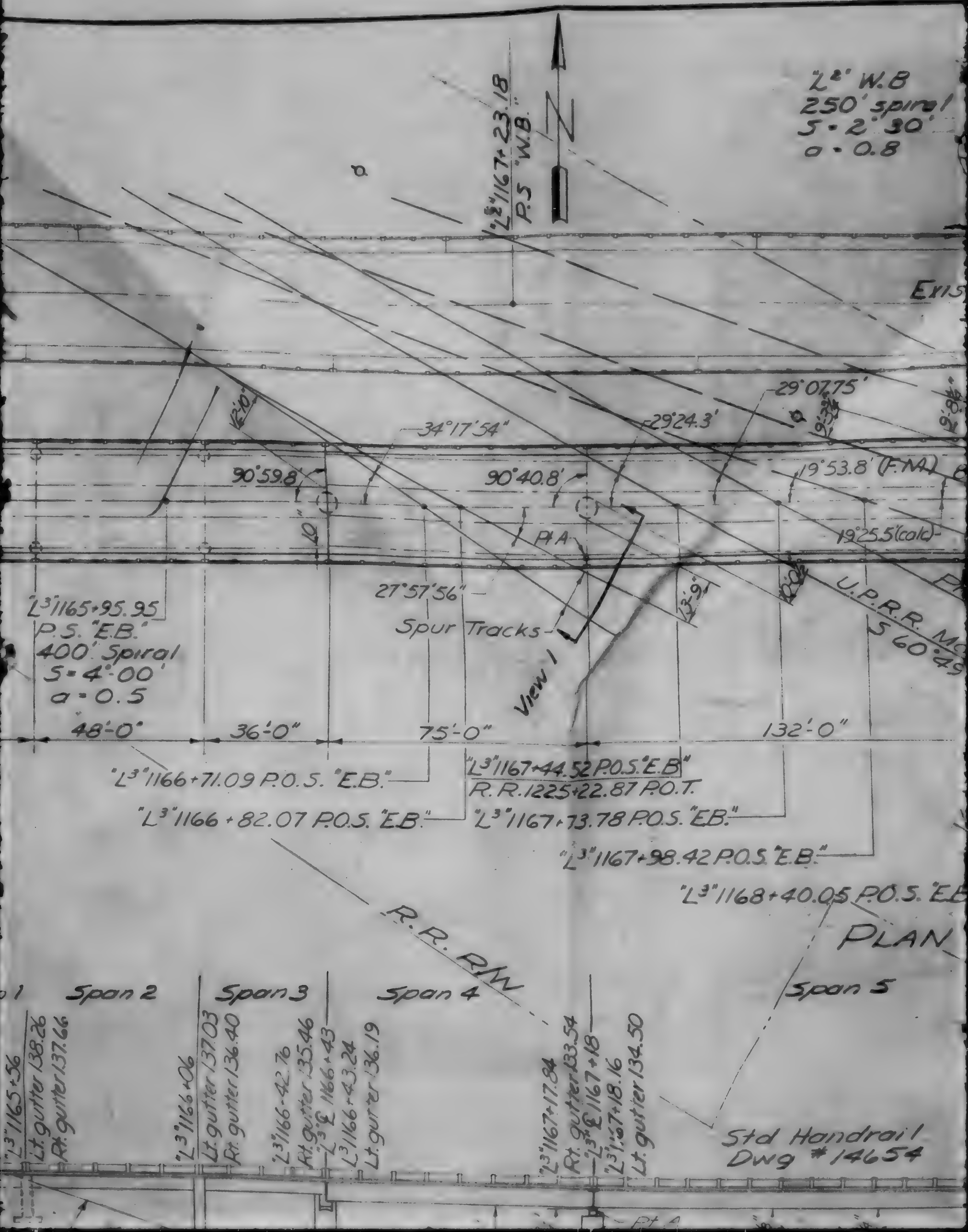
Dated at Salem, Oregon, this 2nd day of May, 1960.

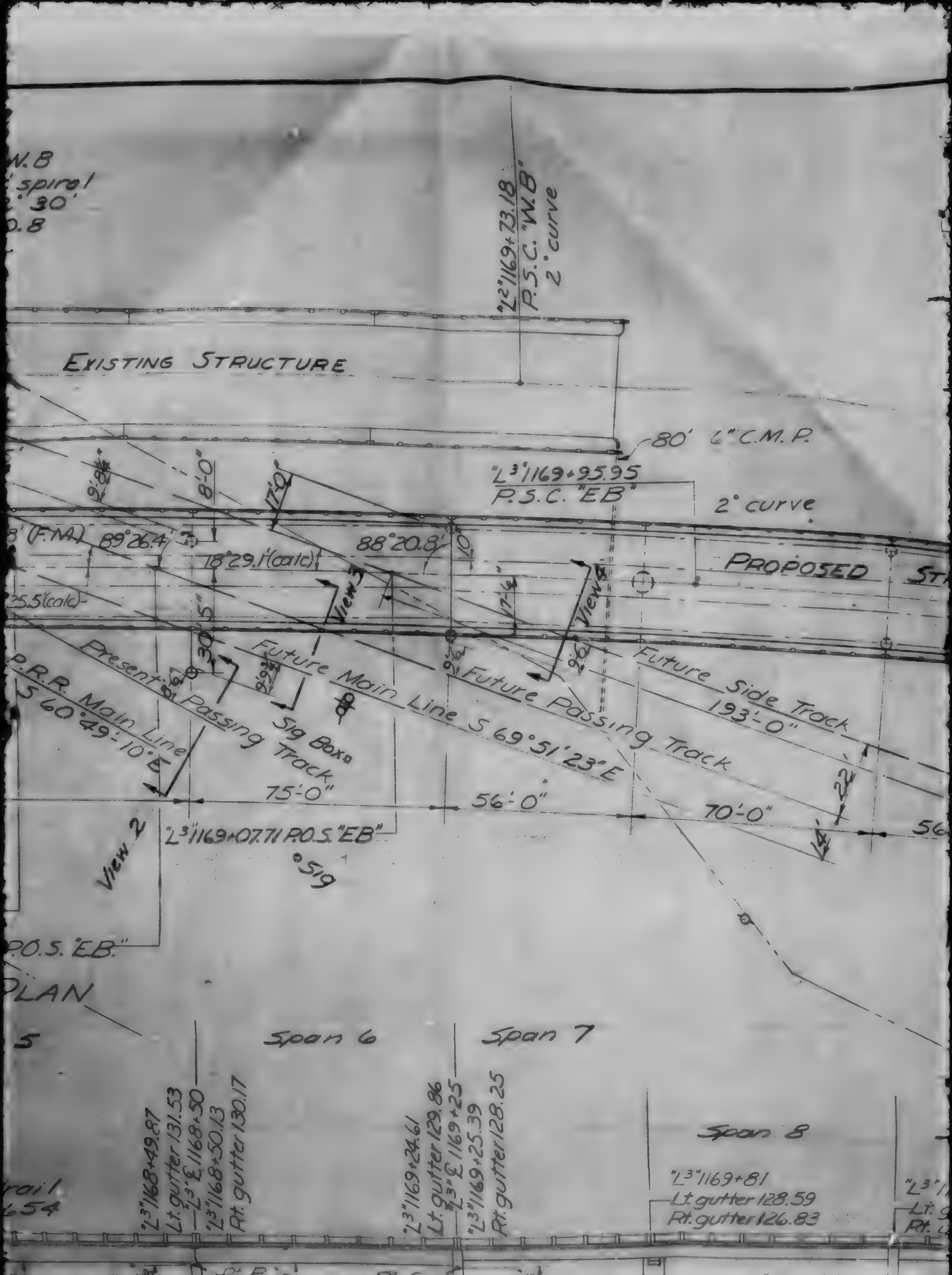
STATE OF OREGON, by and through its
State Highway Commission

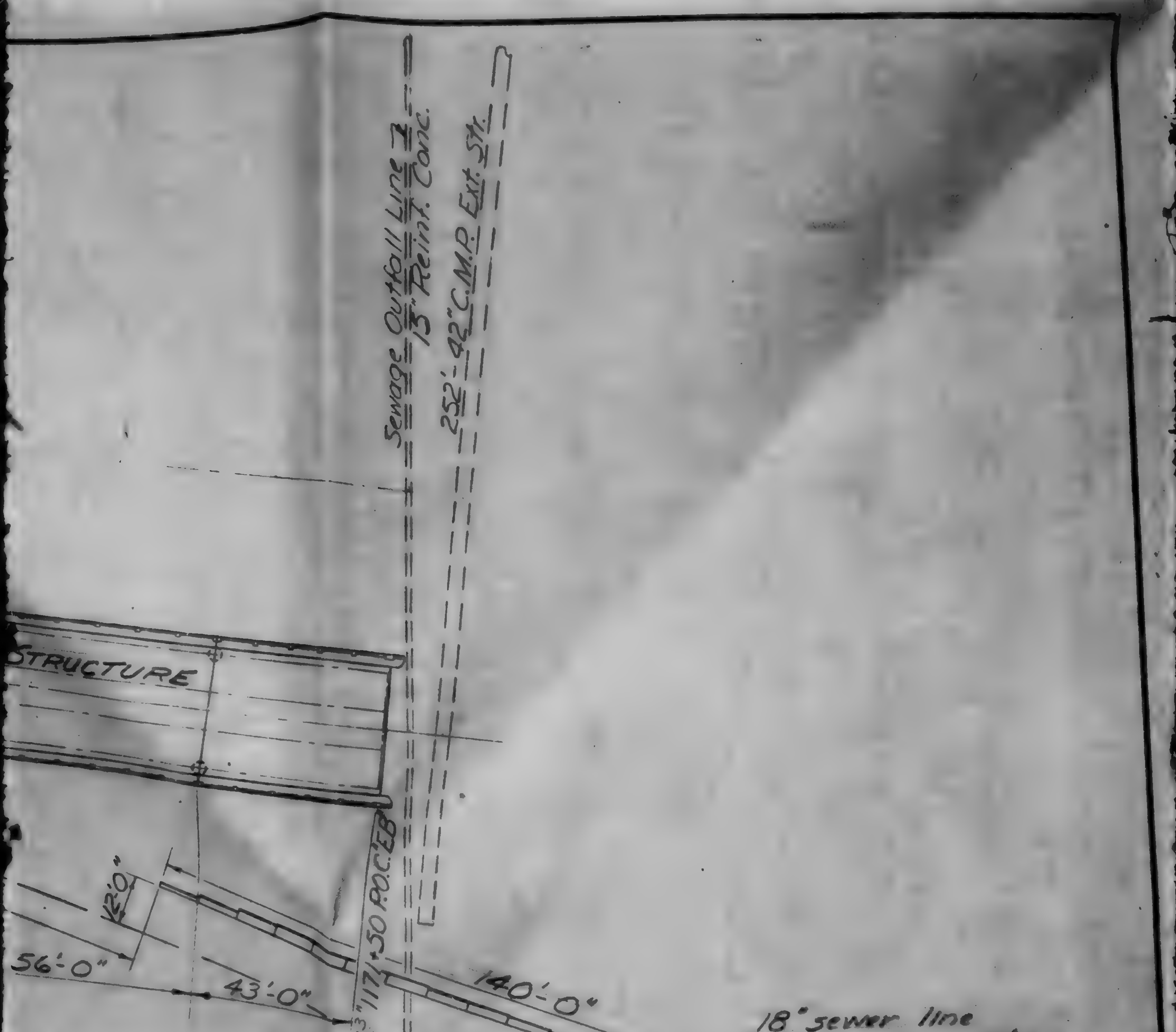
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

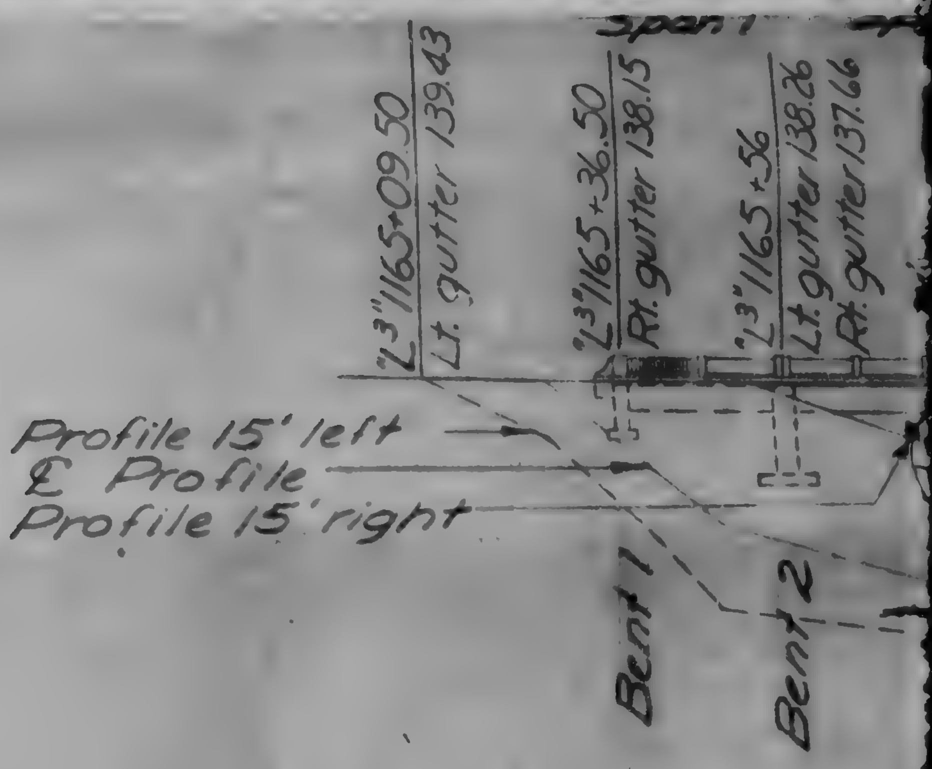
By________________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

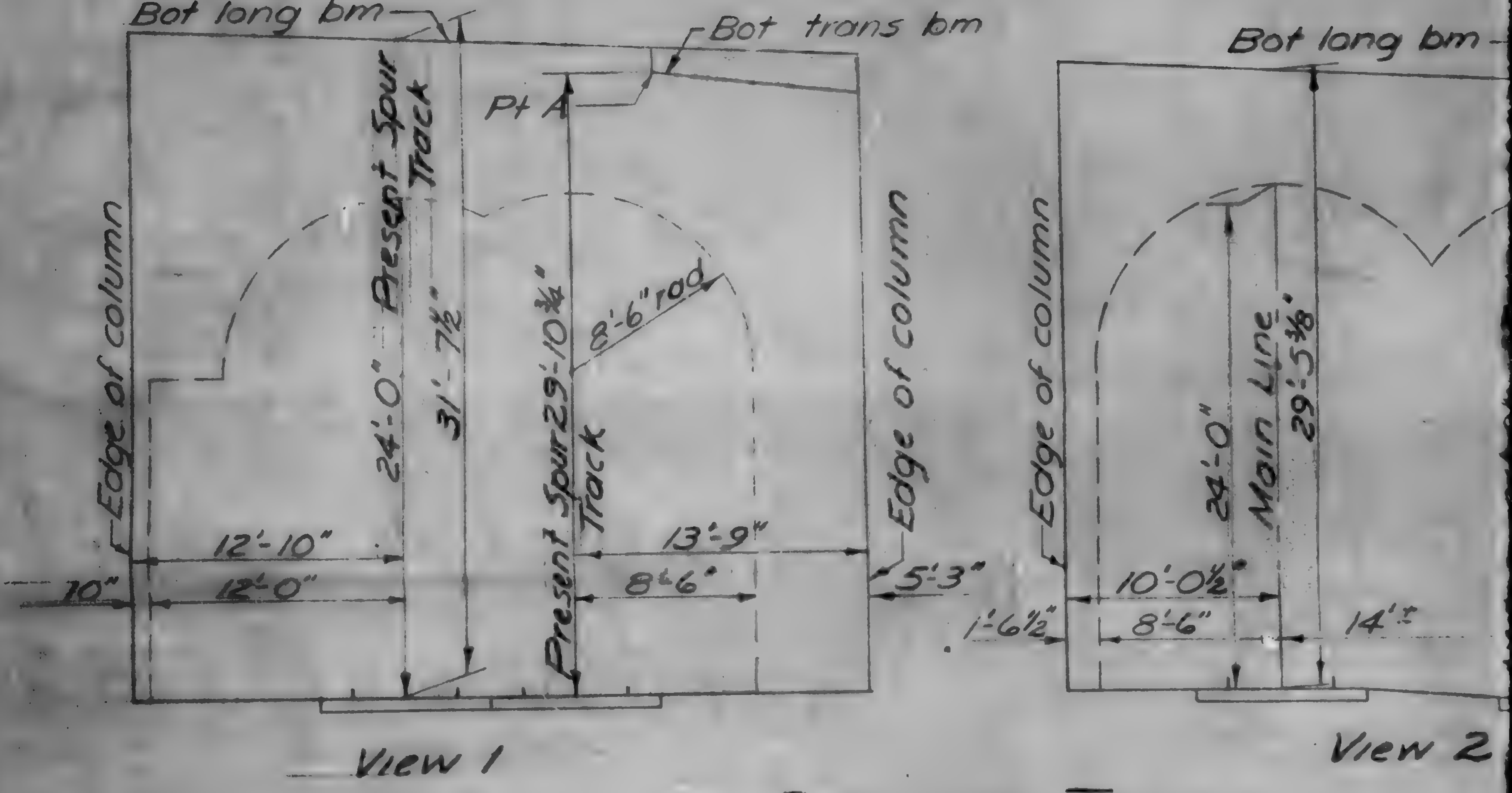

"L3"1162+52.78 P.O.T. W.B."
S 89°59'20"E
90°
64.32
N 89°13'20"E
"L3"1162+25 P.O.T. "E.B."
2'-6"
30'-0" Rdwy.
3@9'-0"=27'-0"
Bm. Sp.
45°
2'-6"
"L3"1165+23 P.O.T. "E.B."
36'-0"
"L3"11
P.S
40
S
Span 1
"L3"1165+09.50
Lt. gutter 139.43
"L3"1165+36.50
Rt. gutter 138.15
"L3"1165+56
Lt. gutter 138.26
Profile 15' left
℄ Profile
Profile 15' right


"L²" W.B
250' spiral
S = 2° 30'
a = 0.8
"L³" 1167+23.18
P.S "W.B."
N
Exis
29°07.75'
29°24.3'
-34°17'54"
12'-10"
90°59.8'
90°40.8'
19°53.8' (F.M.)
19°25.5' (calc)
10"
Pt A
27°57'56"
Spur Tracks
13'-9"
10'-0"
U.P.R.R. Ma
S 60°49
"L³" 1165+95.95
P.S. "E.B."
400' Spiral
S = 4°-00'
a = 0.5
View 1
48'-0"
36'-0"
75'-0"
132'-0"
"L³" 1166+71.09 P.O.S. "E.B."
"L³" 1167+44.52 P.O.S. "E.B"
R.R. 1225+22.87 P.O.T.
"L³" 1166 + 82.07 P.O.S. "E.B."
"L³" 1167+73.78 P.O.S. "E.B."
"L³" 1167+98.42 P.O.S. "E.B."
"L³" 1168+40.05 P.O.S. "E.B
PLAN
R.R. R/W
Span 1
Span 2
Span 3
Span 4
Span 5
"L³" 1165+56
Lt. gutter 138.26
Rt. gutter 137.66
"L³" 1166+06
Lt. gutter 137.03
Rt. gutter 136.40
"L³" 1166-42.76
Rt. gutter 135.46
"L³" ℄ 1166+43
"L³" 1166+43.24
Lt. gutter 136.19
"L³" 1167+17.84
Rt. gutter 133.54
"L³" ℄ 1167+18
"L³" 1167+18.16
Lt. gutter 134.50
Std Handrail
Dwg #14654
Pt A


W.B
spiral
30'
0.8
"L2"1169+73.18
P.S.C. "W.B"
2° curve
EXISTING STRUCTURE
80' 6" C.M.P.
"L3"1169+95.95
P.S.C. "EB"
2° curve
PROPOSED
9'-8"
8'-0"
17'-0"
8' (F.M.)
89°26.4'
78°29.1'(calc)
88°20.8'
10'
25.5'(calc)
View 3
17'-6"
View 4
30'-5"
9'-6"
9'-9"
9'-6"
26'
P.R.R. Main Line
S 60°49'10"E
Present Passing Track
Future Main Line S 69°51'23"E
Future Passing Track
Future Side Track
193'-0"
Sig Box
22'
75'-0"
56'-0"
70'-0"
14'
View 2
"L3"1169+07.71 P.O.S. "EB"
Sig
P.O.S. "E.B."
PLAN
5
Span 6
Span 7
Span 8
rail
654
"L3"1168+49.87
Lt. gutter 131.53
"L3" ℄ 1168+50
"L3"1168+50.13
Rt. gutter 130.17
"L3"1169+24.61
Lt. gutter 129.86
"L3" ℄ 1169+25
"L3"1169+25.39
Rt. gutter 128.25
"L3"1169+81
Lt. gutter 128.59
Rt. gutter 126.83

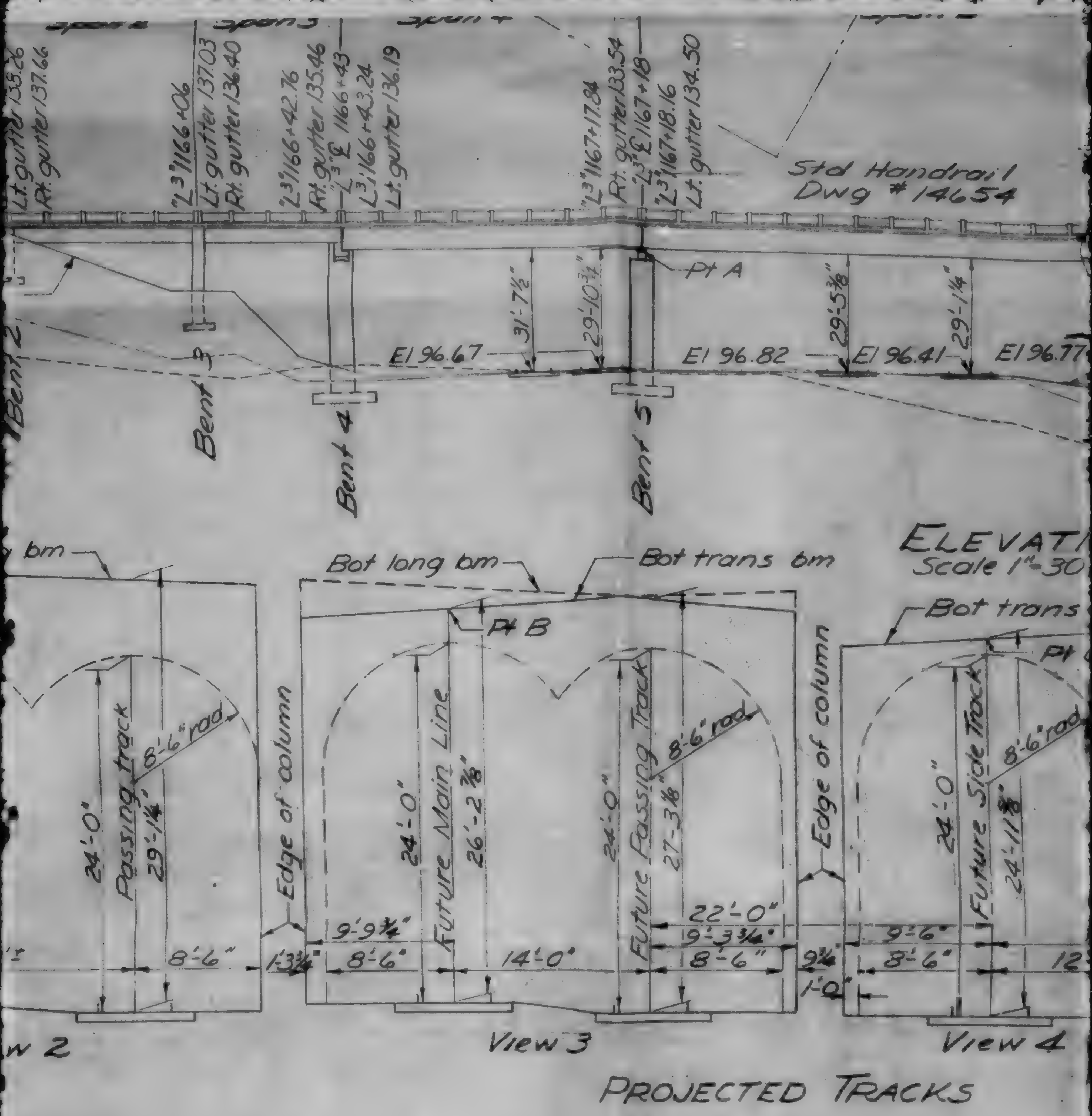

Sewage Outfall Line 1
15" Reinf. Conc.
252'-42" C.M.P. Ext. Str.
STRUCTURE
12'0"
56'-0"
43'-0"
"L3"1171+50 P.O.C.EB
140'-0"
18" sewer line
under construction
Bin Type Retaining Wall
Not part of present
or future highway
construction.
R.R. P/W
Span 9
Span 10
L3"1170+51
Lt. gutter 126.71
Rt. gutter 124.91
"L3"1170+07
Lt. gutter 125.09
Rt. gutter 123.29
"L3"1171+50
Lt. gutter 123.79
Rt. gutter 121.99
Fill


Span 1
"L3" 1165+09.50
Lt. gutter 139.43
"L3" 1165+36.50
Rt. gutter 138.15
"L3" 1165+56
Lt. gutter 138.26
Rt. gutter 137.66
Profile 15' left
℄ Profile
Profile 15' right
Bent 1
Bent 2


Bot long bm
Bot trans bm
Pt A
Present Spur Track
Edge of column
24'-0"
31'-7½"
Present Spur 29'-10¾"
Track
8'-6" rad
Edge of column
12'-10"
13'-9"
10"
12'-0"
8'-6"
5'-3"
View 1
Bot long bm
Edge of column
24'-0"
Main Line
29'-5⅜"
10'-0½"
1'-6½"
8'-6"
14'
View 2

PRESENT TRACKS

No

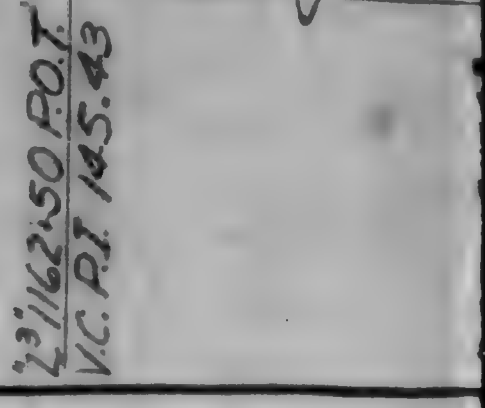


Span 2
Span 3
Span 4
Lt. gutter 135.26
Rt. gutter 137.66
℄ 3" 1166+06
Lt. gutter 137.03
Rt. gutter 136.40
℄ 3" 1166+42.76
Rt. gutter 135.46
℄ 3" ℄ 1166+43
℄ 3" 1166+43.24
Lt. gutter 136.19
℄ 3" 1167+17.84
Rt. gutter 133.54
℄ 3" ℄ 1167+18
℄ 3" 1167+18.16
Lt. gutter 134.50
Std Handrail
Dwg #14654
Pt A
31'-7½"
29'-10¾"
29'-5⅜"
29'-1¼"
El 96.67
El 96.82
El 96.41
El 96.77
Bent 2
Bent 3
Bent 4
Bent 5
ELEVATI
Scale 1"=30
bm
Bot long bm
Bot trans bm
Bot trans
Pt B
Pt C
Passing track
8'-6" rad
24'-0"
29'-1¼"
8'-6"
Edge of column
1'-3¾"
9'-9¾"
8'-6"
Future Main Line
24'-0"
26'-2⅞"
14'-0"
Future Passing Track
8'-6" rad
24'-0"
27-3⅛"
22'-0"
9'-3¾"
8'-6"
Edge of column
9¾"
1'-0"
9'-6"
8'-6"
Future Side Track
8'-6" rad
24'-0"
24'-11⅞"
12
View 2
View 3
View 4

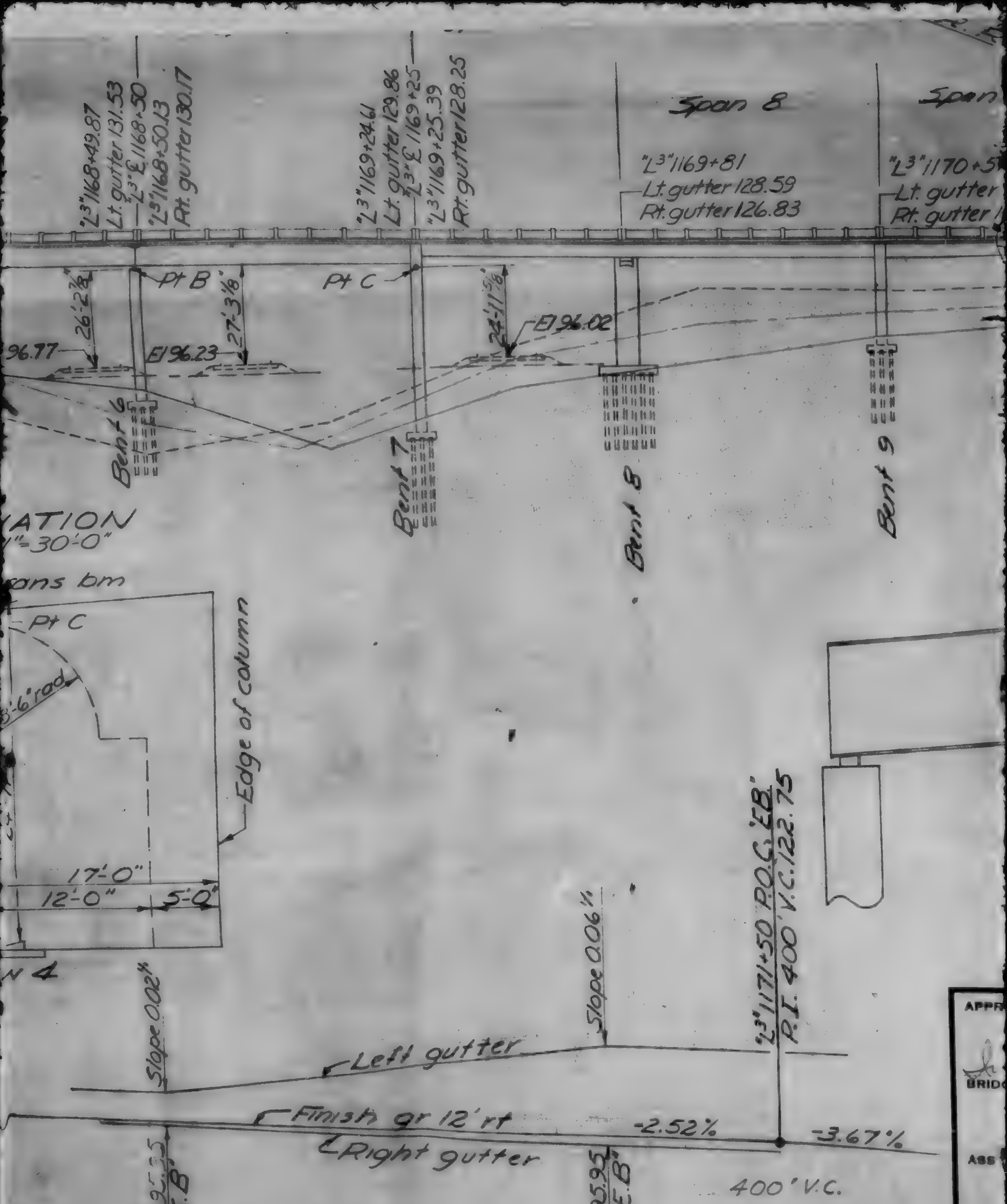
PROJECTED TRACKS

Scale ⅛"=1'-0"

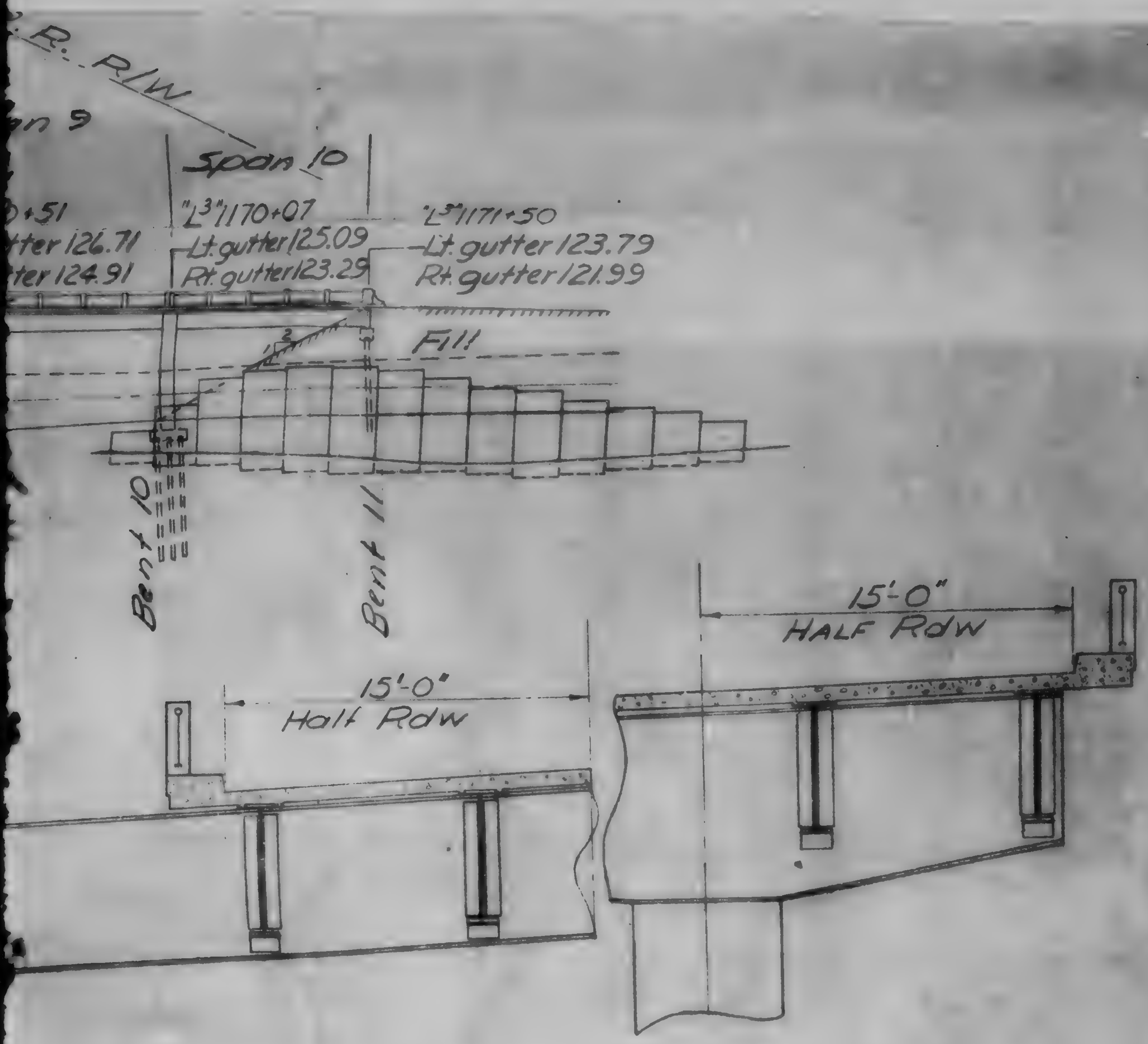
NOTE: All side clearances shown on plan.
All vert clearances shown on elevation.



℄ 3" 1162+50 P.O.T.
V.C. P.I. 145.43



Span 8
Span
"L³"1168+49.87
Lt. gutter 131.53
"L³" ℄ 1168+50
"L³"1168+50.13
Rt. gutter 130.17
"L³"1169+24.61
Lt. gutter 129.86
"L³" ℄ 1169+25
"L³"1169+25.39
Rt. gutter 128.25
"L³"1169+81
Lt. gutter 128.59
Rt. gutter 126.83
"L³"1170+5
Lt. gutter
Rt. gutter 1
Pt B
Pt C
26'-2⅞"
27'-3⅛"
24'-11 5/16"
96.77
El 96.23
El 96.02
Bent 6
Bent 7
Bent 8
Bent 9
ATION
1"=30'-0"
ans bm
Pt C
8'-6" rad.
Edge of column
17'-0"
12'-0"
5'-0"
N 4
Slope 0.02%
Slope 0.06%
"L³"1171+50 P.O.C. "EB"
P.I. 400' V.C. 122.75
Left gutter
Finish gr 12' rt
-2.52%
-3.67%
Right gutter
400' V.C.
"L³"1165+95.95
P.S. "E.B"
"L³"1169+95.95
P.S.C. "E.B"
L³ PROFILES
No Scale
APPR
BRIDG
ASS
STAT
DESI
DRA


R. R/W
Span 9
Span 10
+51
tter 126.71
ter 124.91
"L3" 1170+07
Lt. gutter 125.09
Rt. gutter 123.29
"L3" 1171+50
Lt. gutter 123.79
Rt. gutter 121.99
Fill
1
2
Bent 10
Bent 11
15'-0"
Half Rdw
15'-0"
Half Rdw

TYPICAL HALF SECTIONS
Scale 1"=6'-0"

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED .... CHECKED ....
DRAWN J.M.T. CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER HWY OVERCROSSING
OF U.P.R.R. AT HOOD RIVER
VIENTO – HOOD RIVER OVERCROSSING SECTION
HOOD RIVER COUNTY

PLAN & ELEVATION

DATE 9-2-59 BRIDGE NO. 8662
ACCOMPANIED BY DWGS. ....
SHEET ..... OF .....
DRAWING NO. 8662-A

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

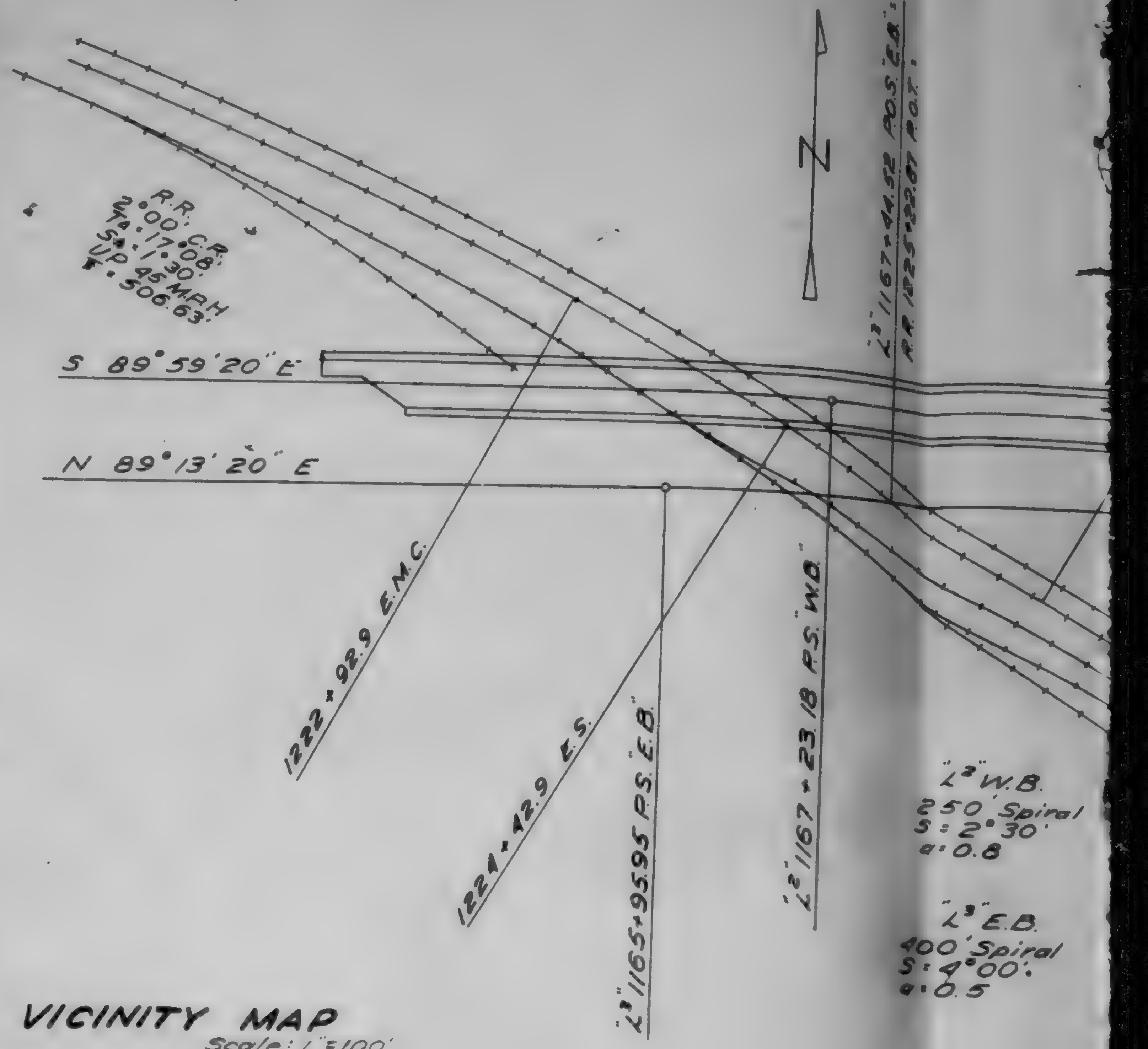
TEMPLATE

AREAS

AREAS CHECKED

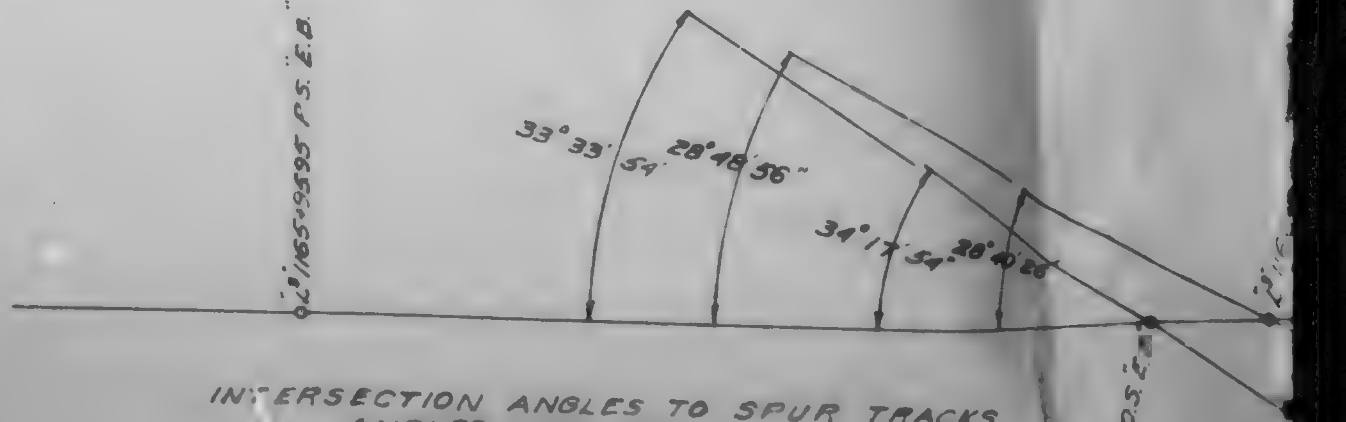
BY

DATE


R.R.
2°00' C.R.
Ta: 17.08'
Sa: 1°30'
UP 45 M.P.H.
T: 506.63'
S 89°59'20" E
N 89°13'20" E
1222+92.9 E.M.C.
1224+42.9 E.S.
"L²" 1165+95.95 P.S. "E.B."
"L²" 1167+23.18 P.S. "W.B."
"L³" 1167+44.52 P.O.S. "E.B."
R.R. 1225+22.67 P.O.T.
N
"L²" W.B.
250' Spiral
S: 2°30'
a: 0.8
"L³" E.B.
400' Spiral
S: 4°00'
a: 0.5

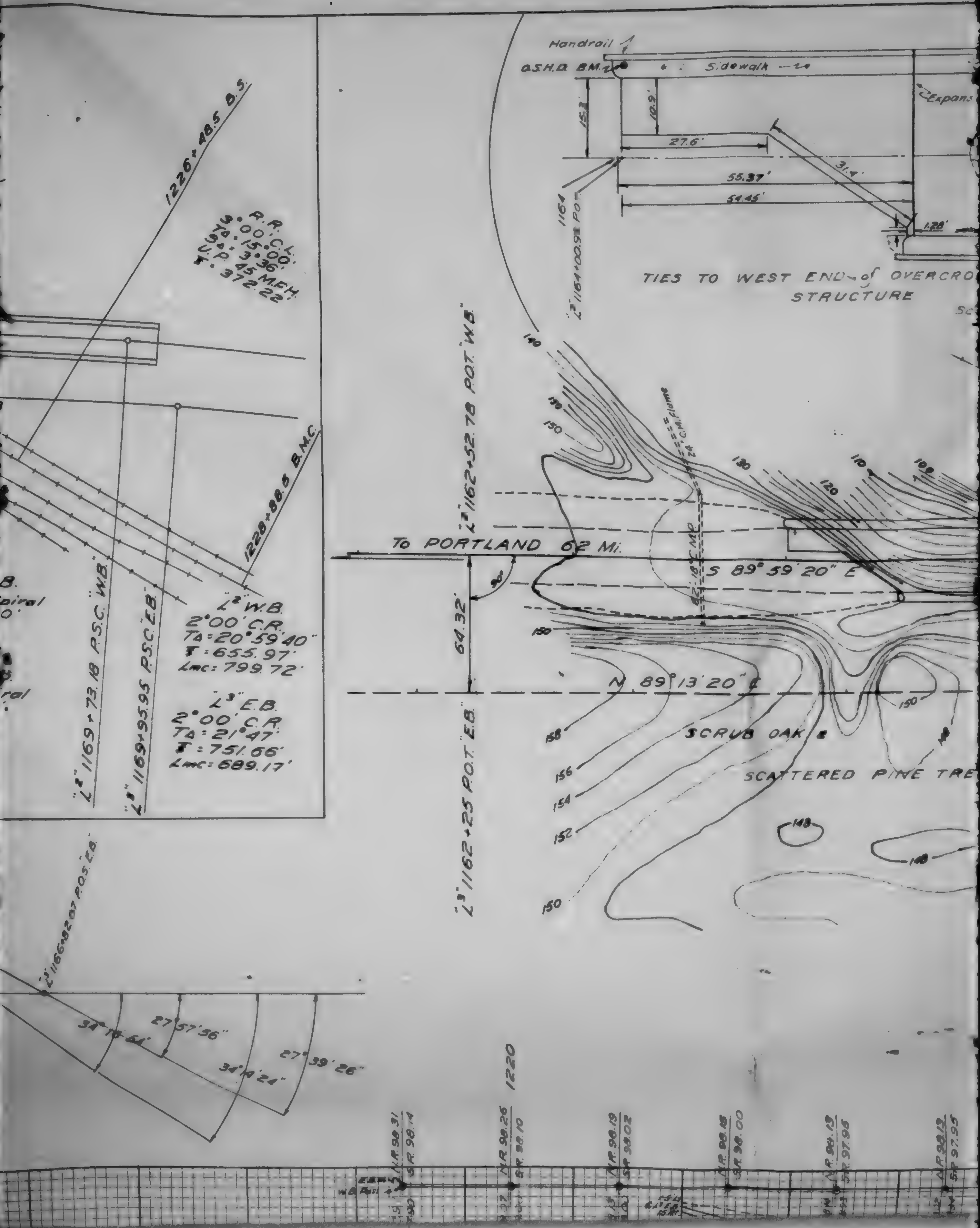
VICINITY MAP

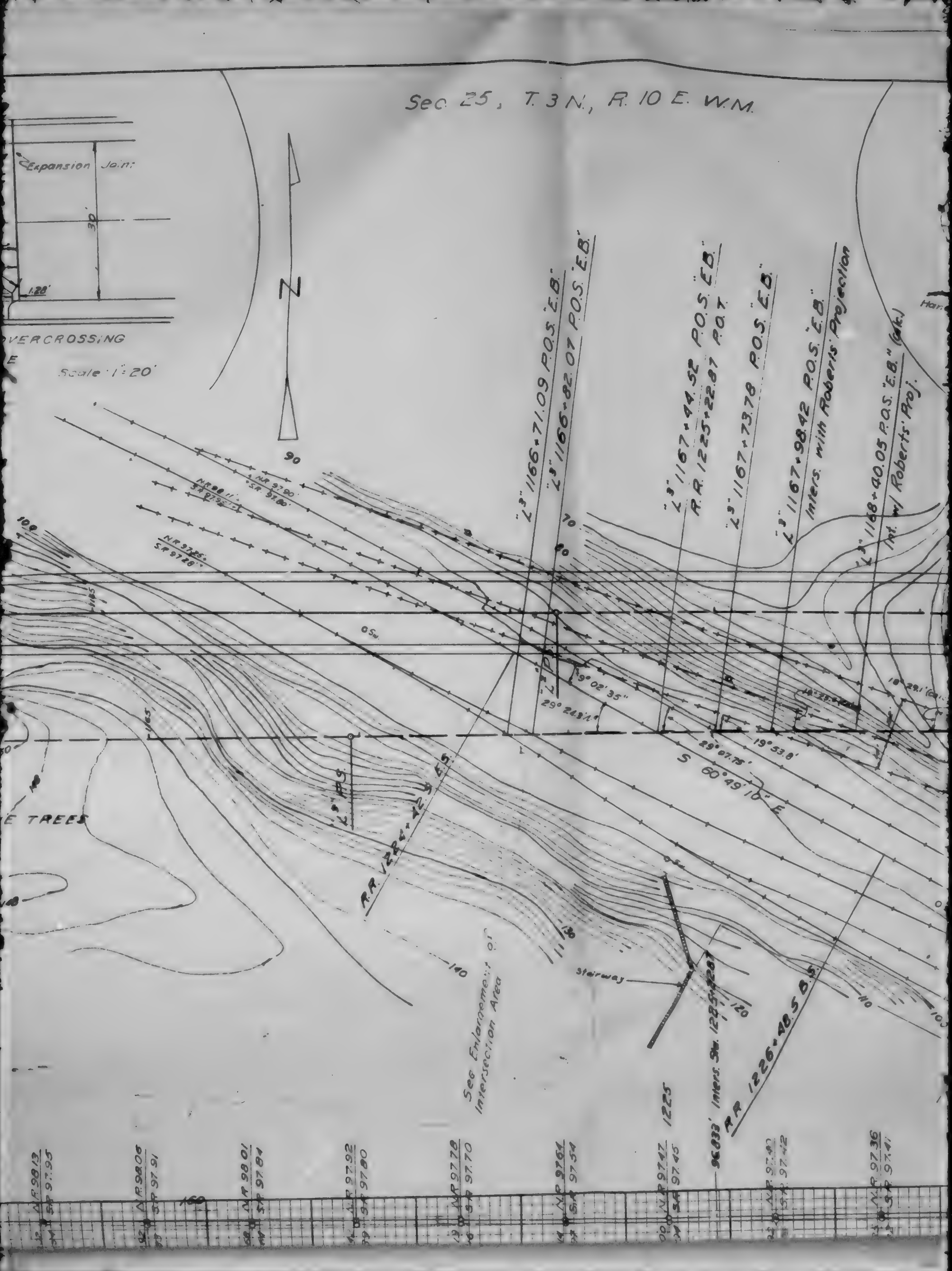
Scale: 1"=100'


"L²" 1165+95.95 P.S. "E.B."
33°33'54"
28°48'56"
34°17'54"
28°40'26"
"L³" 1166+71.09 P.O.S. "E.B."

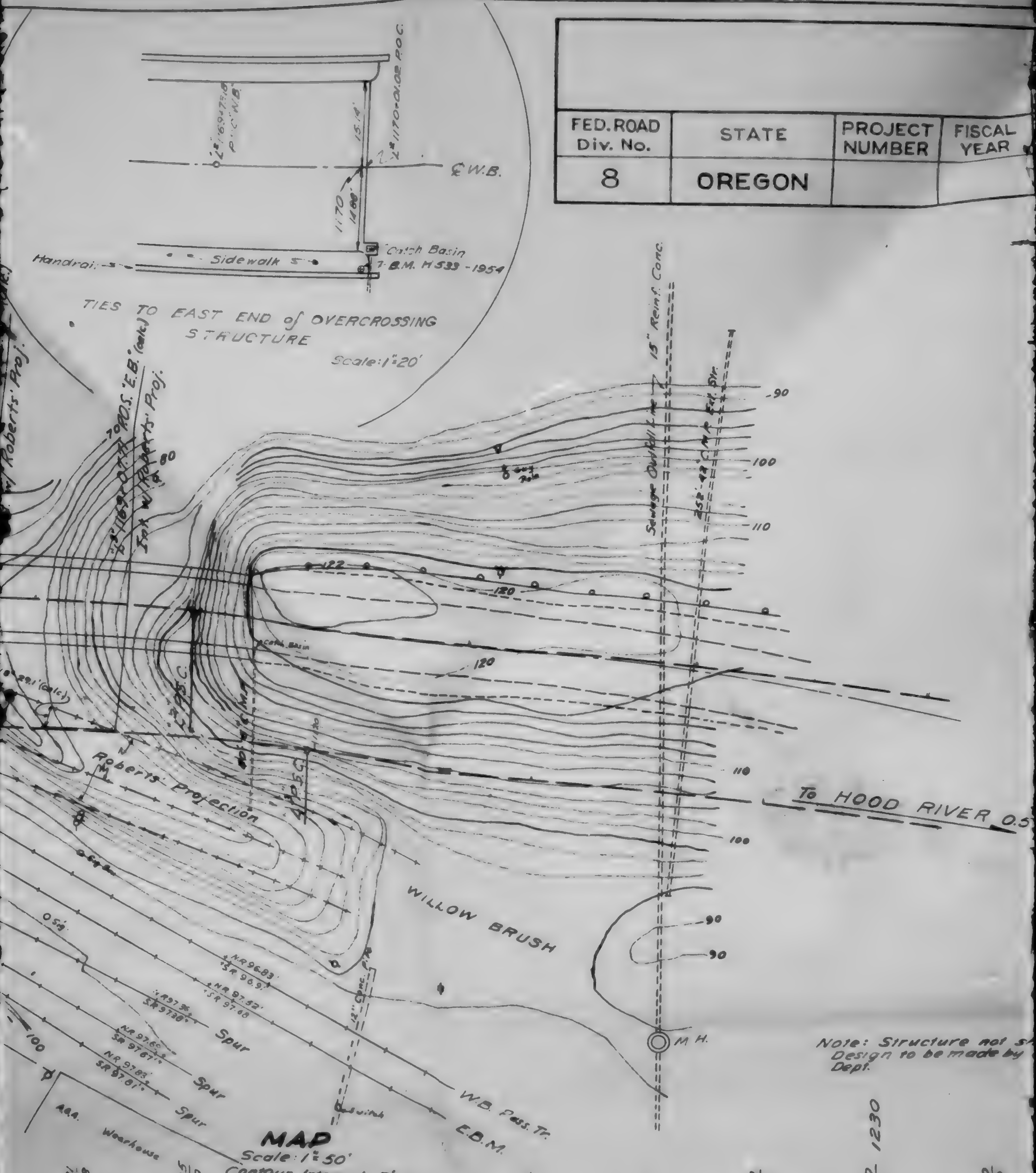
INTERSECTION ANGLES TO SPUR TRACKS
ANGLES ARE FROM TANGENT TO
SPIRAL TO POINTS 25' & 50' ON R.R. ℄
FROM POINTS of INTERSECTION.

Scale: 1"=20'

Handrail
O.S.H.D. B.M.
Sidewalk
Expans
15.3'
10.9'
27.6'
31.4'
55.37'
54.45'
1.28'
1161
"L²" 1164+00.9 PO
TIES TO WEST END of OVERCRO
STRUCTURE
Sc
1226+48.5 B.S.
R.R.
3°00' C.L.
TΔ: 15°00'
Is: 3°36'
T.P. 45 M.F.H.
T: 372.22'
1228+88.5 B.M.C.
B.
Spiral
0'
ral
"L²" 1169+73.18 P.S.C. "W.B."
"L³" 1169+95.95 P.S.C. "E.B."
"L²" W.B.
2°00' C.R.
TΔ = 20°59'40"
T: 655.97'
Lmc: 799.72'
"L³" E.B.
2°00' C.R.
TΔ = 21°47'
T: 751.66'
Lmc: 689.17'
"L²" 1162+52.78 P.O.T. "W.B."
"L³" 1162+25 P.O.T. "E.B."
TO PORTLAND 62 Mi.
S 89° 59' 20" E
N. 89° 13' 20" E
64.32'
90°
24" C.M. flume
92' 18" C.M.P.
140
150
130
120
110
100
150
158
156
154
152
150
148
148
148
SCRUB OAK
SCATTERED PINE TRE
"L³" 1166+82.87 P.O.S. "E.B."
34°16'61"
27°57'56"
34°14'24"
27°39'26"
1220
N.R. 98.31
S.R. 98.14
N.R. 98.26
S.R. 98.10
N.R. 98.19
S.R. 98.02
N.R. 98.15
S.R. 98.00
N.R. 98.13
S.R. 97.96
N.R. 98.12
S.R. 97.95
E.B.
W.B. Post


Sec. 25, T. 3 N., R. 10 E. W.M.
Expansion Joint
30'
1.28'
OVERCROSSING
Scale 1" = 20'
90
"L3" 1166+71.09 P.O.S. "E.B."
"L3" 1166+82.07 P.O.S. "E.B."
"L3" 1167+44.52 P.O.S. "E.B."
R.R. 1225+22.81 P.O.T.
"L3" 1167+73.78 P.O.S. "E.B."
"L3" 1167+98.42 P.O.S. "E.B."
Inters. with Roberts' Projection
"L3" 1168+40.05 P.O.S. "E.B." (Calc.)
Int. w/ Roberts' Proj.
N.R. 97.90
S.R. 97.80
N.R. 98.11
S.R. 97.92
N.R. 97.25
S.R. 97.28
100
70
80
O.S.
9° 02' 35"
29° 24.8'
29° 07.75'
19° 53.8'
S 60° 49' 10" E
"L3" P.S.
R.R. 1226+42.3 E.S.
TREES
140
See Enlargement of Intersection Area
Stairway
R.R. 1226+48.5 B.S.
120
110
1225
96.833' Inters. Sta. 1225+22.81
N.R. 98.13
S.R. 97.95
N.R. 98.06
S.R. 97.91
N.R. 98.01
S.R. 97.84
N.R. 97.92
S.R. 97.80
N.R. 97.78
S.R. 97.70
N.R. 97.61
S.R. 97.54
N.R. 97.47
S.R. 97.45
N.R. 97.42
S.R. 97.42
N.R. 97.36
S.R. 97.41
160

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



Ⅽ W.B.
15.14'
11.70
Catch Basin
B.M. H533-1954
Handrail
Sidewalk
Roberts' Proj.
15" Reinf. Conc.
Sewage Outfall Line
252-42" C.M.P. Fill Str.
90
100
110
122
120
120
110
100
90
90
Catch Basin
Roberts' Projection
To HOOD RIVER 0.5
WILLOW BRUSH
M.H.
Spur
Spur
Spur
W.B. Pass. Tr.
E.B.M.
Switch
Warehouse
N.R. 96.83
S.R. 96.9
N.R. 97.52
S.R. 97.68
N.R. 97.36
S.R. 97.38
N.R. 97.65
S.R. 97.67
N.R. 97.83
S.R. 97.81
1230
N.R. 97.31
S.R. 97.38
N.R. 97.35
S.R. 97.49
N.R. 97.40
S.R. 97.57
N.R. 97.50
S.R. 97.67
N.R. 97.46
S.R. 97.73
N.R. 97.46
S.R. 97.74
N.R. 97.48
S.R. 97.79
N.R. 97.50
S.R. 97.78
N.R. 97.50
S.R. 97.80

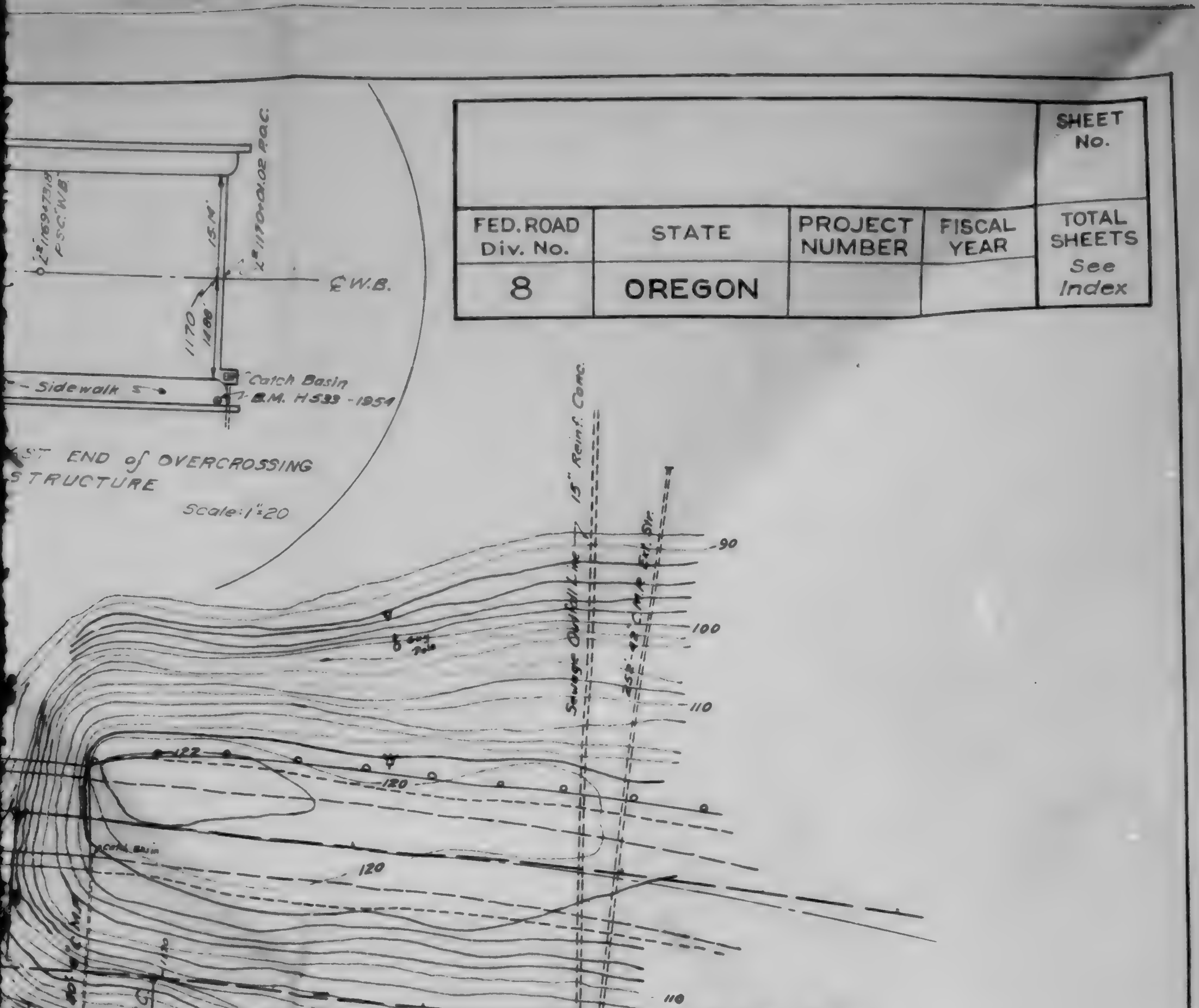
TIES TO EAST END of OVERCROSSING STRUCTURE

Scale: 1"=20'

Note: Structure not s
Design to be made by
Dept.

MAP
Scale: 1"=50'
Contour Interval - 2'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
				TOTAL SHEETS
8	OREGON			See Index



℄ 1169+73.18 PSC W.B.
℄ 1170+01.02 P.O.C.
15.14'
℄ W.B.
1170
12.88
Sidewalk
Catch Basin
B.M. H533 - 1954
ST END of OVERCROSSING
STRUCTURE
Scale: 1"=20
15" Reinf. Conc.
Sewage Outfall Line
25" 42" C.M.P. Ext. Str.
90
100
110
122
120
120
110
100
90
90
Catch Basin
To HOOD RIVER 0.5 Mi.
ojection
WILLOW BRUSH
N.R. 96.83'
S.R. 96.9'
N.R. 97.52'
S.R. 97.68'
12" Conc. Pipe
Spur
Spur
pur
W.B. Pass. Tr.
E.B.M.
M.H.
1230
97.49
N.R. 97.40
S.R. 97.57
N.R. 97.50
S.R. 97.67
N.R. 97.46
S.R. 97.73
N.R. 97.46
S.R. 97.74
N.R. 97.48
S.R. 97.79
N.R. 97.50
S.R. 97.78
N.R. 97.50
S.R. 97.80

Note: Structure not shown. Design to be made by Bridge Dept.

MAP
Scale: 1"=50'
Contour Interval - 2'

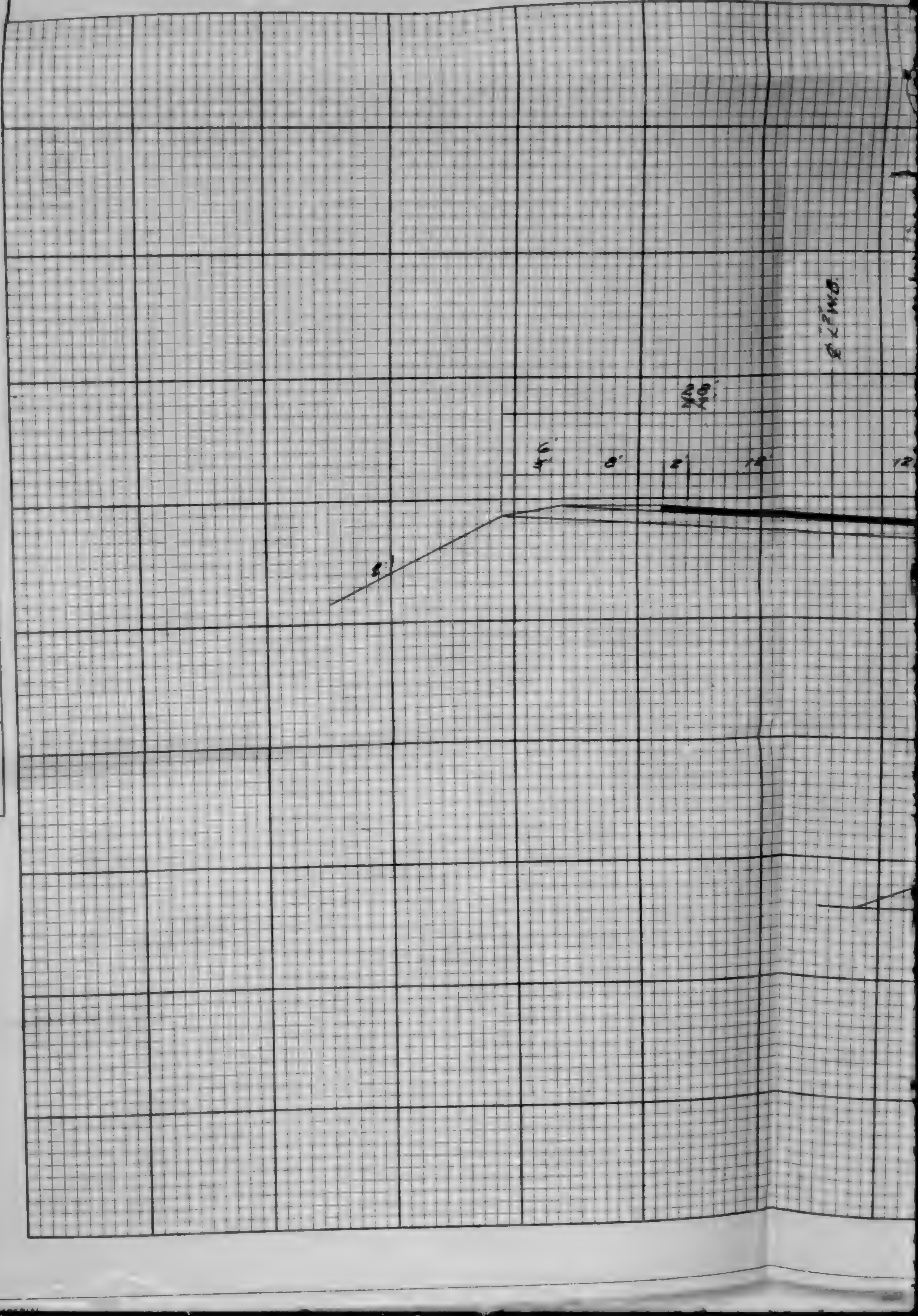
INTERSECTION ANGLES TO SPUR TRACKS
ANGLES ARE FROM TANGENT TO
SPIRAL TO POINTS 25' & 50' ON R.R ₵
FROM POINTS of INTERSECTION.
Scale 1" = 80'

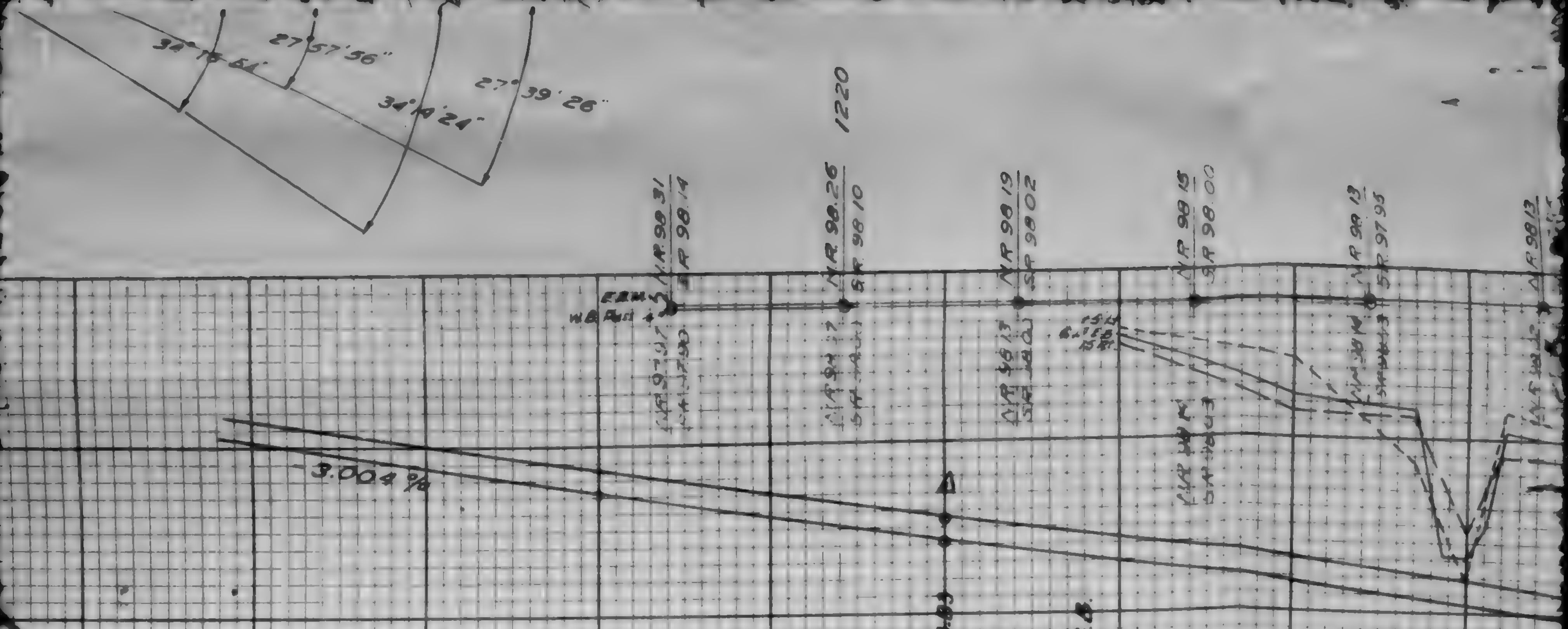
[illegible]/11/66 [illegible].09 POS.

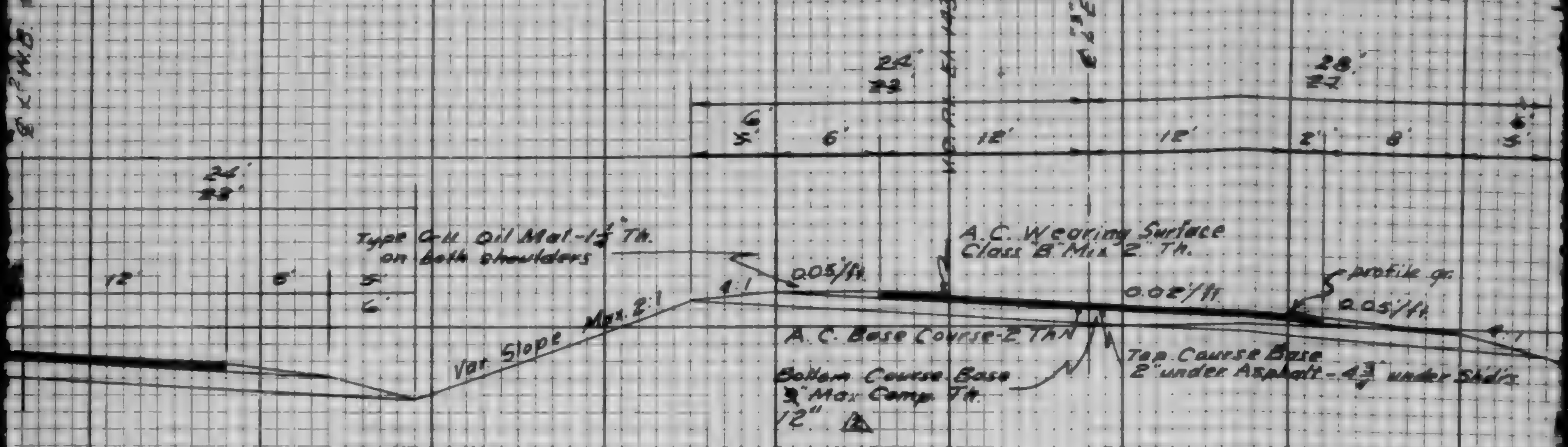
ORIGINAL SURVEY

NOTE BOOK
NO. ____

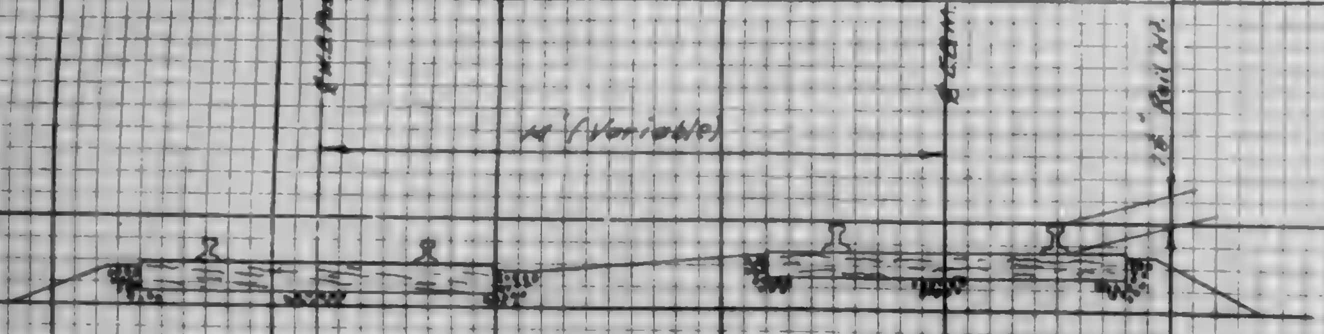
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		




34°16'61"
27°57'56"
34°19'24"
27°39'26"
1220
N.R. 98.31
S.R. 98.14
N.R. 98.26
S.R. 98.10
N.R. 98.19
S.R. 98.02
N.R. 98.15
S.R. 98.00
N.R. 98.13
S.R. 97.95
N.R. 98.13
E.B.M.
W.B. Rail
3.004%


8 k² H.B.
24'
23'
28'
27'
4.6'
6'
12'
12'
2'
8'
5'
12'
6'
5'
6'
Type C-11 Oil Mat - 1½" Th. on both shoulders
Var. Slope Max. 2:1
4:1
0.05'/ft.
A.C. Wearing Surface Class "B" Mix 2" Th.
0.02'/ft.
profile gr.
0.05'/ft.
4:1
A.C. Base Course - 2" Th.
Top Course Base 2" under Asphalt - 4¾" under Shld's
Bottom Course Base 3" Max Comp. Th.
12"

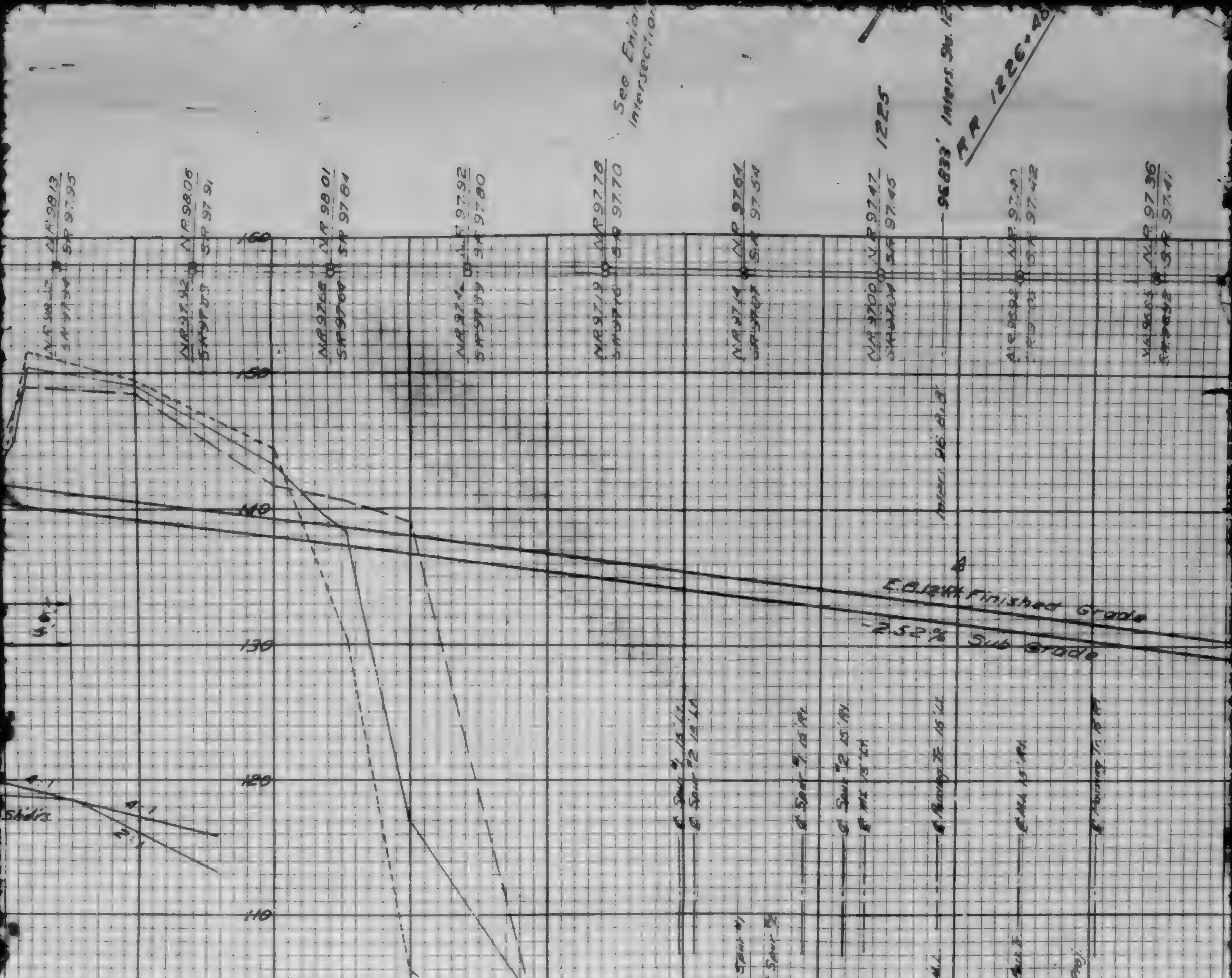
TYPICAL ROADBED SECTION - Scale 1" = 10'

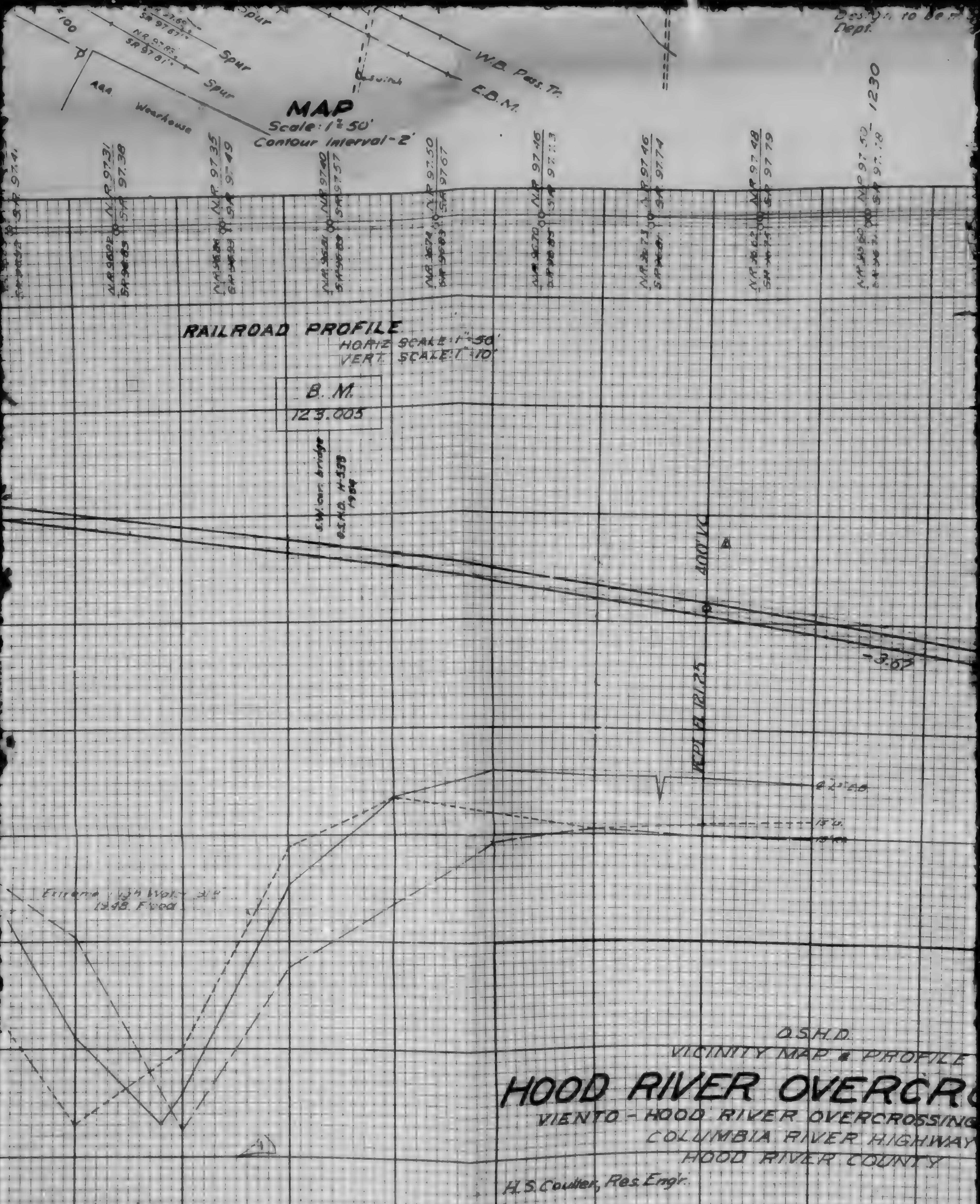

14' (Variable)
1.5" Rail Ht.

MAIN LINE & PASSING TRACK SECTION
Scale 1" = 5'

1163

1164


See Enla
Intersection
1225
96.833' Inters. Sta. 12
RR 1226+40
N.P. 98.13
S.P. 97.95
N.P. 98.06
S.P. 97.91
N.P. 98.01
S.P. 97.84
N.P. 97.92
S.P. 97.80
N.P. 97.78
S.P. 97.70
N.P. 97.61
S.P. 97.54
N.P. 97.47
S.P. 97.45
N.P. 97.40
S.P. 97.42
N.P. 97.36
S.P. 97.41
160
150
140
130
120
110
100
90
80
70
E.B. Finished Grade
-2.58% Sub Grade
4:1
Shldrs.
2:1
SP 97.09
NP 97.08
SR 97.07
NR 97.05
SR 97.47
NR 97.47
PROFILE
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=10'
Revised Vertical Curve, PI Lo
Bottom Course B
1164
1165
1166
1167
1168



MAP
Scale: 1" = 50'
Contour Interval - 2'
Spur
Spur
Spur
Warehouse
W.B. Pass. Tr.
E.B.M.
Switch
100
1230
Des'n to be ... Dept.
RAILROAD PROFILE
HORIZ. SCALE 1" = 50'
VERT. SCALE 1" = 10'
B. M.
123.005
S.W. cor. bridge O.S.H.D. H-559 1954
400' V.C.
V.P.I. El. 181.25
-3.67
Extreme High Water 1948 Flood
1169
1170
1171
1172

O.S.H.D.

VICINITY MAP & PROFILE

HOOD RIVER OVERCRO

VIENTO - HOOD RIVER OVERCROSSING

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

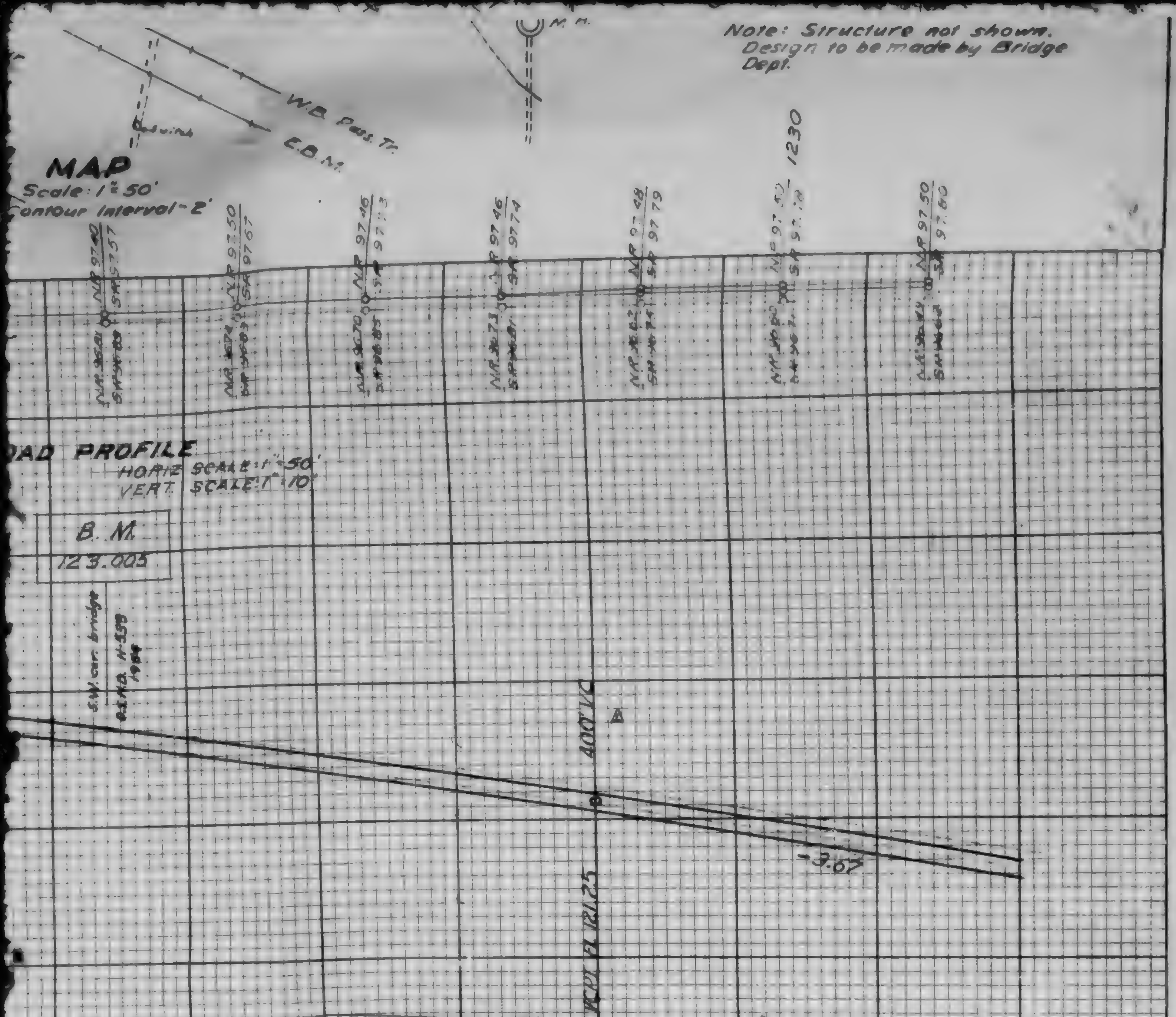
H. S. Coulter, Res. Engr.

ve, P.I. Location, & Grade

ourse Base Thickness & Subgrade Shoulder

Br. 8662

Dw


Note: Structure not shown.
Design to be made by Bridge Dept.
N. M.
W.B. Pass. Tr.
E.B.M.
MAP
Scale: 1" = 50'
Contour Interval - 2'
1230
N.R. 97.40
S.R. 97.57
N.R. 97.50
S.R. 97.67
N.R. 97.46
N.R. 97.46
S.R. 97.74
N.R. 97.48
S.R. 97.79
N.R. 97.50
N.R. 97.50
S.R. 97.80
OAD PROFILE
HORIZ. SCALE 1" = 50'
VERT. SCALE 1" = 10'
B. M.
123.005
S.W. cor. bridge
O.S.H.D. H-558
1954
400' V.C.
V.P.I. El. 121.25
-3.67
¢ 2" AB
1170
1171
1172
¢ Subgrade Shoulder

O.S.H.D.

VICINITY MAP & PROFILE

HOOD RIVER OVERCROSSING

VIENTO - HOOD RIVER OVERCROSSING SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

H.S. Coulter, Res. Engr. Jan. 1959

Br. 8662

Dwg. # 15265

I-5-1(35) N. Ashland Interch. S. Ash- 1961
12 land Interch. Sec., Pacific
#5991 Hwy. [redacted]

C4A
2463
C&A
2397
R.K. 556

RECEIVED
AUG 20 1965
FOR FILING

STATE COPY

Monthly transaction number 8-119	PR-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 13 I-5-1(35) 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County Jackson Project number I-5-1(35)12

5991

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 22, 1962, is hereby modified as follows:

Revised estimated total cost of project	$ 2,105,399.43
Revised Federal funds	$ 1,935,285.96
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabre

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ A. W. Parsons
(Division Engineer)

By: LRBacklund
L. R. Backlund
Administrative Manager

RECEIVED
JUN 27 1962
FOR FILING

[illegible] 3991

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6 88	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-22-62	COUNTY Jackson
		PROJECT NO. I-5-1(35)12

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 1 mi. N. Ashland to S. Ashland Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-26-61	7.3
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,100,423.00	$ 1,932,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 22, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the North Ashland Interchange - South Ashland Interchange Section, Project Number I-5-1(35)12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:ra

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Ashland Interchange-South Ashland Interchange Section, Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Ashland Interchange-South Ashland Interchange Section, Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-1(35)12

NORTH ASHLAND INTERCHANGE–SOUTH ASHLAND INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 23, 1962

Type Code 0010
Roadway (Sta. 1332+25 to Sta. 1716+30.04) (Contract 5991)

Clearing and Grubbing	All	Required		$ 88,000.00
Drainage Excavation, Unclassified	17,400	cu.yds.	$ 2.00	34,800.00
General Excavation, Unclassified	2,217,000	cu.yds.	0.49	1,086,330.00
Short Overhaul	7,446,000	yd.sta.	0.005	37,230.00
Long Overhaul	157,600	C-yd.sta.	0.30	47,280.00
Finishing Roadbed and Slopes	All	Required		12,000.00
Rounding Cutbanks	21,400	lin.ft.	0.20	4,280.00
Loading and Placing Topsoil	16,000	cu.yds.	1.00	16,000.00
12-inch Corrugated Metal Pipe	240	lin.ft.	3.00	720.00
15-inch Corrugated Metal Pipe	90	lin.ft.	3.50	315.00
18-inch Corrugated Metal Pipe	380	lin.ft.	4.25	1,615.00
24-inch Corrugated Metal Pipe	380	lin.ft.	6.50	2,470.00
36-inch Corrugated Metal Pipe	890	lin.ft.	11.85	10,546.50
36-inch Corrugated Metal Pipe, 10 Gage	490	lin.ft.	14.50	7,105.00
60-inch Corrugated Metal Pipe, 10 Gage	600	lin.ft.	29.00	17,400.00
8-inch Perforated Metal Pipe	640	lin.ft.	2.10	1,344.00
Special Backfill in Drains	80	cu.yds.	6.50	520.00
8-inch Concrete Pipe	90	lin.ft.	1.75	157.50
10-inch Concrete Pipe	12	lin.ft.	2.00	24.00
12-inch Concrete Pipe	1,800	lin.ft.	2.25	4,050.00
15-inch Concrete Pipe	4,800	lin.ft.	3.35	16,080.00
18-inch Concrete Pipe	4,800	lin.ft.	4.15	19,[illegible].00
24-inch Concrete Pipe	1,500	lin.ft.	6.00	9,000.00
36-inch Concrete Pipe	640	lin.ft.	10.75	6,880.00
48-inch Concrete Pipe	910	lin.ft.	21.00	19,110.00
Extra for Pipe under Pavement	30	lin.ft.	7.00	210.00
Special Corrugated Metal Pipe Connectors	All	Required		500.00
12-inch Culvert End Sections	1	only	38.00	38.00
15-inch Culvert End Sections	42	only	43.00	1,806.00
18-inch Culvert End Sections	16	only	52.00	832.00
24-inch Culvert End Sections	2	only	85.00	170.00
18-inch Concrete Siphon Pipe	1,400	lin.ft.	9.25	12,950.00
24-inch Concrete Siphon Pipe	650	lin.ft.	10.00	6,500.00
Concrete End Basins	35	cu.yds.	85.00	2,975.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	3.00	180.00
8-inch Coated Steel Pipe, 12 Gage	1,100	lin.ft.	6.00	6,600.00
Class "A" Concrete in Miscellaneous Structures	940	cu.yds.	50.00	47,000.00
Metal Reinforcement in Miscellaneous Structures	153,000	lbs.	0.14	21,420.00

Diversion Box, Type A	1	only	$ 100.00	$ 100.00
Diversion Box, Type C	4	only	150.00	600.00
Diversion Box, Type D	1	only	150.00	150.00
Diversion Box, Type E	1	only	150.00	150.00
Diversion Box, Type F	1	only	150.00	150.00
Reconstruct Diversion Box, Type B	1	only	200.00	200.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type G	2	only	150.00	300.00
1-1/2 inch Electrical Conduit	140	lin.ft.	2.00	280.00
Type 2 Fence	5,100	rods	5.75	29,325.00
16' x 48" Metal Gates	5	only	75.00	375.00
Metal Guard Rail	400	lin.ft.	2.75	1,100.00
Type 2 Barricade	850	lin.ft.	3.50	2,975.00
Guard Rail-Salvaged Barricade	300	lin.ft.	1.50	450.00
Loose Riprap	9,000	cu.yds.	2.25	20,250.00
Coarse Crushed Material in Base	28,500	tons	2.20	62,700.00
3/4" - 0 Material in Base	5,900	tons	2.35	13,865.00
Sprinkling	2,900	M-gal.	2.00	5,800.00
Preparation of Base	All	Required		1,790.00
3/4" - 0 Material in Binder Course	190	cu.yds.	4.25	807.50
Furnishing and Placing Aggregates	1,200	cu.yds.	5.00	6,000.00
RC-3 Asphalt	28	tons	60.00	1,680.00
120-150 Asphalt	90	tons	60.00	5,400.00
RS-1 Asphalt	28	tons	60.00	1,680.00
Class "B" Asphaltic Concrete	3,200	tons	10.50	33,600.00
Structural Excavation	930	cu.yds.	7.00	6,510.00
				$1,741,155.50
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Seeding and Mulching	All	Required		27,200.00
Relocate Wells and Pump	All	Required		900.00
Move Private Water Lines	All	Required		4,000.00
Signing (Temporary)	All	Required		2,000.00
				$ 39,100.00
Utility Work				
Work by Pacific Power & Light Co.	All	Required		$ 6,097.00
Work by Pacific N. W. Telephone Co.	All	Required		2,300.00
Work by City of Ashland	All	Required		6,547.00
				$ 14,944.00
Work by Southern Pacific Co.	All	Required		$ 26,119.00
	Subtotal			$1,821,318.50
	10% Engr. & Cont.			182,131.50
		Total		$2,003,450.00

Type Code X781
Green Springs H'way (Sta. 1572+37.79)(Contract 5901)

Shoring, Cribbing, etc.	All	Required		$ 3,176.00
Structural Excavation	350	cu.yds.	$ 7.00	2,450.00
Structural Excavation Below Elevation Shown	30	cu.yds.	30.00	900.00
Furnish (10" BP 42#) Steel Piling	640	lin.ft.	5.00	3,200.00
Drive Steel Piles	16	only	60.00	960.00
Splice Steel Piles	4	only	50.00	200.00
Class "A" Concrete (446 cu.yds.)	All	Required		34,012.00
55' - 60' Type III Prestressed Beams	4	only	900.00	3,600.00
60' - 65' Type III Prestressed Beams	5	only	1,200.00	6,000.00
80' - 85' Type III Prestressed Beams	14	only	1,400.00	19,600.00
Metal Reinforcement (79,000 lbs.)	All	Required		10,340.00
6-inch Metal Drain Pipe	250	lin.ft.	4.00	1,000.00
Concrete Slab Riprap	340	sq.yds.	8.00	2,720.00
	Subtotal			$ 88,158.00
	10% Engr. & Cont.			8,815.00
	Total			$ 96,973.00

Length of Roadway	7.092 Miles	
Length of 1 Structure	0.000 Miles	
Length of Roadway	0.057 Miles	(Exception)
Length of 8 Structures	0.125 Miles	(Exceptions)
Total Length	7.274 Miles	
Cost of Roadway Per Mile	$282,496.35	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,003,450.00	$1,843,000.00	$ 160,450.00
Structure	96,973.00	89,000.00	7,973.00
	$2,100,423.00	$1,932,000.00	$ 168,423.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Estimated cost of work by the Pacific Northwest Bell Telephone Co.

Labor	$ 1,149.64	
Materials	490.30	
Equipment	279.00	
Overhead	435.65	
Salvage Credit	-50.00	Credit
	$ 2,304.59	
Use	$ 2,320.00	

Estimated cost of work by Pacific Power and Light Company

Right of Way	$ 15.00	
Materials	2,562.00	
Labor	2,883.00	
Transportation	485.00	
Accounting and Administration	392.00	
Transfer Costs(Sales Order)	200.00	
Salvage Credit	-240.00	Credit
	$ 6,297.00	

Estimated cost of work by the Southern Pacific Company

Track Work	$12,050.00	
Drainage Facilities	1,900.00	
Signal Work	3,890.00	
Maintenance of New Subgrade	2,000.00	
Equipment Rental	120.00	
Freight	48.00	
Material Handling	513.00	
Vacation Allowance	549.00	
Holiday Pay	275.00	
Health and Welfare	742.00	
R.R. Ret. & Unemp. Tax	1,391.00	
PL& PD; Work. Comp. Ins.	401.00	
Accounting and Billing	1,748.00	
Contingencies	3,667.00	
Salvage Credit	-3,175.00	Credit
	$26,119.00	

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Estimated cost of work by the City of Ashland

Mountain Avenue (Power)		
Materials	$ 644.00	
Labor	520.00	
Equipment	60.00	
Salvage Credit	-350.00	Credit
	$ 874.00	
Nevada Street (Water)		
Materials	$ 216.85	
Labor	201.60	
Equipment	48.00	
	$ 466.45	
East Main Street (Water)		
Materials	$ 915.55	
Labor	480.00	
Equipment	94.00	
Salvage Credit	-403.00	Credit
	$1,086.55	
Highway 66 (Sta. 1570)(Water)		
Materials	$ 512.24	
Labor	403.20	
Equipment	166.00	
Salvage Credit	-240.00	Credit
	$ 841.44	
Golf Course (Sta. 1607)(Water)		
Materials	$1,082.63	
Labor	600.00	
Equipment	94.00	
Salvage Credit	-179.20	Credit
	$1,597.43	
Crowson Road (Sta. 1619)(Water)		
Materials	$1,333.04	
Labor	720.00	
Equipment	312.00	
Salvage Credit	-683.50	Credit
	$1,681.54	
Total	$6,547.41	
Use	$6,547.00	

Federal Aid
Project No. I-5-1(35)12

Oregon State Highway Department

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, September 20, 1961

Type Code 0010
Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Clearing and Grubbing	All	Required	$	$ 50,000.00
Drainage Excavation, Unclassified	17,400	cu.yd.	2.50	43,500.00
General Excavation, Unclassified	2,217,000	cu.yd.	0.46	1,019,820.00
Short Overhaul	7,446,000	yd.sta.	0.075	558,450.00
Long Overhaul	157,600	C-yd.sta.	0.35	55,160.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	21,400	lin.ft.	0.20	4,280.00
Loading and Placing Topsoil	16,000	cu.yd.	1.25	20,000.00
12-inch Corrugated Metal Pipe	240	lin.ft.	3.75	900.00
15-inch Corrugated Metal Pipe	90	lin.ft.	4.50	405.00
18-inch Corrugated Metal Pipe	380	lin.ft.	5.50	2,090.00
24-inch Corrugated Metal Pipe	380	lin.ft.	8.00	3,040.00
36-inch Corrugated Metal Pipe	890	lin.ft.	15.50	13,795.00
36-inch Corrugated Metal Pipe, 10 Gage	490	lin.ft.	17.50	8,575.00
60-inch Corrugated Metal Pipe, 10 Gage	600	lin.ft.	38.00	22,800.00
8-inch Perforated Metal Pipe	640	lin.ft.	2.50	1,600.00
Special Backfill in Drains	80	cu.yd.	6.00	480.00
8-inch Concrete Pipe	90	lin.ft.	1.50	135.00
10-inch Concrete Pipe	12	lin.ft.	1.75	21.00
12-inch Concrete Pipe	1,800	lin.ft.	2.00	3,600.00
15-inch Concrete Pipe	4,800	lin.ft.	2.75	13,200.00
18-inch Concrete Pipe	4,800	lin.ft.	4.50	21,600.00
24-inch Concrete Pipe	1,500	lin.ft.	6.00	9,000.00
36-inch Concrete Pipe	640	lin.ft.	7.50	4,800.00
48-inch Concrete Pipe	910	lin.ft.	14.00	12,740.00
Extra for Pipe Under Pavement	30	lin.ft.	3.00	90.00
Special Corrugated Metal Pipe Connectors	All	Required		500.00
12-inch Culvert End Sections	1	only	30.00	30.00
15-inch Culvert End Sections	42	only	35.00	1,470.00
18-inch Culvert End Sections	16	only	40.00	640.00
24-inch Culvert End Sections	2	only	50.00	100.00
18-inch Concrete Siphon Pipe	1,400	lin.ft.	6.50	9,100.00
24-inch Concrete Siphon Pipe	650	lin.ft.	8.00	5,200.00
Concrete End Basins	35	cu.yd.	60.00	2,100.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	5.00	300.00
8-inch Coated Steel Pipe, 12 Gage	1,100	lin.ft.	2.50	2,750.00
Class "A" Concrete in Miscellaneous Structures	940	cu.yd.	55.00	51,700.00
Metal Reinforcement in Miscellaneous Structures	153,000	lb.	0.14	21,420.00
Diversion Box, Type A	1	only	600.00	600.00

Diversion Box, Type C	4	only	$150.00	$ 600.00
Diversion Box, Type D	1	only	150.00	150.00
Diversion Box, Type E	1	only	200.00	200.00
Diversion Box, Type F	1	only	100.00	100.00
Reconstruct Diversion Box, Type B	1	only	250.00	250.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type G	2	only	100.00	200.00
1½-inch Electrical Conduit	140	lin.ft.	1.75	245.00
Type 2 Fence	5,300	rod	6.00	31,800.00
16' x 48" Metal Gates	5	only	100.00	500.00
Metal Guard Rail	400	lin.ft.	3.00	1,200.00
Type 2 Barricade	850	lin.ft.	4.50	3,825.00
Guard Rail - Salvaged Barricade	300	lin.ft.	1.50	450.00
Loose Riprap	9,000	cu.yd.	3.00	27,000.00
Coarse Crushed Material in Base	28,500	ton	2.50	71,250.00
3/4" - 0 Material in Base	5,900	ton	2.60	15,340.00
Sprinkling	2,900	M-gal.	2.50	7,250.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	190	cu.yd.	5.00	950.00
Furnishing and Placing Aggregates	1,200	cu.yd.	5.00	6,000.00
RC-3 Asphalt	28	ton	55.00	1,540.00
120-150 Asphalt	90	ton	53.00	4,770.00
RS-1 Asphalt	28	ton	55.00	1,540.00
Class "B" Asphaltic Concrete	3,200	ton	10.00	32,000.00
Structural Excavation	930	cu.yd.	6.00	5,580.00
				$2,195,331.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 5,000.00
Seeding and Mulching	All	Required		27,200.00
Relocate Wells and Pump	All	Required		900.00
Move Private Water Lines	All	Required		4,000.00
Signing (Temporary)	All	Required		2,000.00
				$ 39,100.00
Utility Work				
Work by Pacific Power & Light Co.	All	Required		$ 3,000.00
Work by Pacific N. W. Telephone Co.	All	Required		2,500.00
Work by City of Ashland	All	Required		12,500.00
				$ 18,000.00
Work by Southern Pacific Co.	All	Required		$ 17,400.00
	Subtotal			$2,269,831.00
	10% Engr. & Cont.			226,983.00
		Total		$2,496,814.00

Type Code X781
Green Springs U'xing (Sta. 1572+37.79)

Shoring, Cribbing, etc.	All	Required		$ 3,000.00
Structural Excavation	350	cu.yd.	$6.00	2,100.00
Structural Excavation Below Elevation Shown	30	cu.yd.	15.00	450.00

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Furnish (10" BP 42#) Steel Piling	640 lin.ft.	$ 5.00	$ 3,200.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (446 cu.yd. at $72.00)	All Required		32,112.00
55'-60' Type III Prestressed Beams	4 only	900.00	3,600.00
60'-65' Type III Prestressed Beams	5 only	1,100.00	5,500.00
80'-85' Type III Prestressed Beams	14 only	1,400.00	19,600.00
Metal Reinforcement (79,000 lb. at $0.13)	All Required		10,270.00
8-inch Metal Drain Pipe	250 lin.ft.	4.00	1,000.00
Concrete Slab Riprap	340 sq.yd.	8.00	2,720.00
	Subtotal		$ 84,952.00
	10% Engr. & Cont.		8,495.00
	Total		$ 93,447.00

Length of Roadway - - - - - ~~7.149~~ 7.092 Miles
Length of 1 Structure - - - 0.000 Mile
Length of 8 Structures- - - 0.125 Mile (Exception)
Total Length- - - - - - - - 7.274 Miles
Cost of Roadway Per Mile- - ~~$349,253.60~~ $352,060.63
0.057 mile (Exception)
Length of Roadway

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,496,814.00	$2,297,000.00	$199,814.00
Structure	93,447.00	85,000.00	8,447.00
	$2,590,261.00	$2,382,000.00	$208,261.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Prestressed Beam Quantities

55'-60' Beams

Overhead			$ 100.00
Metal Reinforcement	1,023 lb.	at $ 0.13	132.99
Prestress Steel	704 lb.	at 0.40	281.60
Class A-A Concrete	8 cu.yd.	at 51.00	408.00
			$ 922.59

60'-65' Beams

Overhead			$ 100.00
Metal Reinforcement	1,047 lb.	at $ 0.13	136.11
Prestress Steel	866 lb.	at 0.40	346.40
Class A-A Concrete	10 cu.yd.	at 51.00	510.00
			$1,092.51

80'-85' Beams

Overhead			$ 100.00
Metal Reinforcement	1,248 lb.	at $ 0.13	162.24
Prestress Steel	1,370 lb.	at 0.40	548.00
Class A-A Concrete	12 cu.yd.	at 51.00	612.00
			$1,422.24

Oregon State Highway Department

Federal Aid
Project No. I-5-1(35)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1961

Type Code 0010
Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Clearing and Grubbing	All	Required		$50,000.00
Drainage Excavation, Unclassified	17,400	cu.yds.	$2.50	43,500.00
General Excavation, Unclassified	2,217,000	cu.yds.	0.46	1,019,820.00
Short Overhaul	7,446,000	yd.stas.	0.0075	55,845.00
Long Overhaul	157,600	C-yd.stas.	0.35	55,160.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	21,400	lin.ft.	0.20	4,280.00
Loading and Placing Topsoil	16,000	cu.yds.	1.25	20,000.00
12-inch Corrugated Metal Pipe	240	lin.ft.	3.75	900.00
15-inch Corrugated Metal Pipe	90	lin.ft.	4.50	405.00
18-inch Corrugated Metal Pipe	380	lin.ft.	5.50	2,090.00
24-inch Corrugated Metal Pipe	380	lin.ft.	8.00	3,040.00
36-inch Corrugated Metal Pipe	890	lin.ft.	15.50	13,795.00
36-inch Corrugated Metal Pipe, 10 gage	490	lin.ft.	17.50	8,575.00
60-inch Corrugated Metal Pipe, 10 gage	600	lin.ft.	38.00	22,800.00
8-inch Perforated Metal Pipe	640	lin.ft.	2.50	1,600.00
Special Backfill in Drains	80	cu.yds.	6.00	480.00
8-inch Concrete Pipe	90	lin.ft.	1.50	135.00
10-inch Concrete Pipe	12	lin.ft.	1.75	21.00
12-inch Concrete Pipe	1,800	lin.ft.	2.00	3,600.00
15-inch Concrete Pipe	4,800	lin.ft.	2.75	13,200.00
18-inch Concrete Pipe	4,800	lin.ft.	4.50	21,600.00
24-inch Concrete Pipe	1,500	lin.ft.	6.00	9,000.00
36-inch Concrete Pipe	640	lin.ft.	7.50	4,800.00
48-inch Concrete Pipe	910	lin.ft.	14.00	12,740.00
Extra for Pipe under Pavement	30	lin.ft.	3.00	90.00
Special Corrugated Metal Pipe Connectors	All	Required		500.00
12-inch Culvert End Sections	1	only	30.00	30.00
15-inch Culvert End Sections	42	only	35.00	1,470.00
18-inch Culvert End Sections	16	only	40.00	640.00
24-inch Culvert End Sections	2	only	50.00	100.00
18-inch Concrete Siphon Pipe	1,400	lin.ft.	6.50	9,100.00
24-inch Concrete Siphon Pipe	650	lin.ft.	8.00	5,200.00
Concrete End Basins	35	cu.yds.	60.00	2,100.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	5.00	300.00
8-inch Coated Steel Pipe, 12 gage	1,100	lin.ft.	2.50	2,750.00
Class "A" Concrete in Miscellaneous Structures	940	cu.yds.	55.00	51,700.00
Metal Reinforcement in Miscellaneous Structures	153,000	lbs.	0.14	21,420.00
Diversion Box, Type A	1	only	600.00	600.00
Diversion Box, Type C	4	only	150.00	600.00
Diversion Box, Type D	1	only	150.00	150.00
Diversion Box, Type E	1	only	200.00	200.00

Diversion Box, Type F	1 only	$100.00	$100.00
Reconstruct Diversion Box, Type B	1 only	250.00	250.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type G	2 only	100.00	200.00
1½-inch Electrical Conduit	140 lin.ft.	1.75	245.00
Type 2 Fence	5,300 rods	6.00	31,800.00
16' x 48" Metal Gates	5 only	100.00	500.00
Metal Guard Rail	400 lin.ft.	3.00	1,200.00
Type 2 Barricade	850 lin.ft.	4.50	3,825.00
Guard Rail-Salvaged Barricade	300 lin.ft.	1.50	450.00
Loose Riprap	9,000 cu.yds.	3.00	27,000.00
Coarse Crushed Material in Base	28,500 tons	2.50	71,250.00
3/4" - 0 Material in Base	5,900 tons	2.60	15,340.00
Sprinkling	2,900 M-gals.	2.50	7,250.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	190 cu.yds.	5.00	950.00
Furnishing and Placing Aggregates	1,200 cu.yds.	5.00	6,000.00
RC-3 Asphalt	28 tons	55.00	1,540.00
120-150 Asphalt	90 tons	53.00	4,770.00
RS-1 Asphalt	28 tons	55.00	1,540.00
Class "F" Asphaltic Concrete	3,200 tons	10.00	32,000.00
Structural Excavation	930 cu.yds.	6.00	5,580.00
			$1,692,726.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		27,200.00
Relocate Wells and Pump	All Required		900.00
Move Private Water Lines	All Required		4,000.00
Signing (Temporary)	All Required		2,000.00
			$39,100.00
Utility Work			
Work by Pacific Power & Light Co.	All Required		$3,000.00
Work by Pacific N. W. Telephone Co.	All Required		2,500.00
Work by City of Ashland	All Required		12,500.00
			$18,000.00
Work by Southern Pacific Co.	All Required		$17,400.00
	Subtotal		$1,767,226.00
	10% Engr. & Cont.		176,722.00
	Total		$1,943,948.00

Type Code X761
Green Springs U'xing (Sta. 1572+37.79)

Shoring, Cribbing, etc.	All Required		$3,000.00
Structural Excavation	350 cu.yds.	$6.00	2,100.00
Structural Excavation below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish (10" BP 42#) Steel Piling	640 lin.ft.	5.00	3,200.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	4 only	50.00	200.00

Class "A" Concrete (446 cu.yds. at $72.00)	All Required		$32,112.00
55'-60' Type III Prestressed Beams	4 only	$900.00	3,600.00
60'-65' Type III Prestressed Beams	5 only	1,100.00	5,500.00
80'-85' Type III Prestressed Beams	14 only	1,400.00	19,600.00
Metal Reinforcement (79,999 lbs. at $0.13)	All Required		10,270.00
8-inch Metal Drain Pipe	250 lin.ft.	4.00	1,000.00
Concrete Slab Riprap	340 sq.yds.	8.00	2,720.00
	Subtotal		$84,952.00
	10% Engr. & Cont.		8,495.00
	Total		$93,447.00

Length of Roadway.............. 7.092 Miles
Length of 1 Structure........... 0.000 Mile
Length of Roadway............... 0.057 Mile (Exception)
Length of 8 Structures.......... 0.125 Miles (Exceptions)
Total Length................. 7.274 Miles
Cost of Roadway per Mile....... $274,104.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,943,948.00	$1,788,000.00	$155,948.00
Structure	93,447.00	85,000.00	8,447.00
	$2,037,395.00	$1,873,000.00	$164,395.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Prestressed Beam Quantities

55'-60' Beams

Overhead			$100.00
Metal Reinforcement	1,023 lbs.	at $ 0.13	132.99
Prestress Steel	704 lbs.	at 0.40	281.60
Class A-A Concrete	8 cu.yds.	at 51.00	408.00
			$922.59

60'-65' Beams

Overhead			$100.00
Metal Reinforcement	1,047 lbs.	at $ 0.13	136.11
Prestress Steel	866 lbs.	at 0.40	346.40
Class A-A Concrete	10 cu.yds.	at 51.00	510.00
			$1,092.51

80'-85' Beams

Overhead			$100.00
Metal Reinforcement	1,248 lbs.	at $ 0.13	162.24
Prestress Steel	1,370 lbs.	at 0.40	548.00
Class A-A Concrete	12 cu.yds.	at 51.00	612.00
			$1,422.24

Oregon State Highway Department

Federal Aid
Project No. I-5-1(35)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 3, 1961

Type Code 0010
Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Clearing and Grubbing	All	Required		$ 50,000.00
Drainage Excavation Unclassified	17,400	cu. yds.	$ 2.50	43,500.00
General Excavation Unclassified	2,217,000	cu. yds.	0.46	1,019,820.00
Short Overhaul	7,446,000	yd. stas.	0.0075	55,845.00
Long Overhaul	157,600	C-yd. stas.	0.35	55,160.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	21,400	lin. ft.	0.20	4,280.00
Loading and Placing Topsoil	16,000	cu. yds.	1.25	20,000.00
12-inch Corrugated Metal Pipe	240	lin. ft.	3.75	900.00
15-inch Corrugated Metal Pipe	90	lin. ft.	4.50	405.00
18-inch Corrugated Metal Pipe	380	lin. ft.	5.50	2,090.00
24-inch Corrugated Metal Pipe	380	lin. ft.	8.00	3,040.00
36-inch Corrugated Metal Pipe	890	lin. ft.	15.50	13,795.00
36-inch Corrugated Metal Pipe, 10 gage	490	lin. ft.	17.50	8,575.00
60-inch Corrugated Metal Pipe, 10 gage	600	lin. ft.	38.00	22,800.00
8-inch Perforated Metal Pipe	640	lin. ft.	2.50	1,600.00
Special Backfill in Drains	80	cu. yds.	6.00	480.00
8-inch Concrete Pipe	90	lin. ft.	1.50	135.00
10-inch Concrete Pipe	12	lin. ft.	1.75	21.00
12-inch Concrete Pipe	1,800	lin. ft.	2.00	3,600.00
15-inch Concrete Pipe	4,800	lin. ft.	2.75	13,200.00
18-inch Concrete Pipe	4,800	lin. ft.	4.50	21,600.00
24-inch Concrete Pipe	1,500	lin. ft.	6.00	9,000.00
36-inch Concrete Pipe	640	lin. ft.	7.50	4,800.00
48-inch Concrete Pipe	910	lin. ft.	14.00	12,740.00
Extra for Pipe Under Pavement	30	lin. ft.	3.00	90.00
Special Corrugated Metal Pipe Connectors	All	Required		500.00
12-inch Culvert End Sections	1	only	30.00	30.00
15-inch Culvert End Sections	42	only	35.00	1,470.00
18-inch Culvert End Sections	16	only	40.00	640.00
24-inch Culvert End Sections	2	only	50.00	100.00
18-inch Concrete Siphon Pipe	1,400	lin. ft.	6.50	9,100.00
24-inch Concrete Siphon Pipe	650	lin. ft.	8.00	5,200.00
Concrete End Basins	35	cu. yds.	60.00	2,100.00
Salvaging and Stockpiling Culvert Pipe	60	lin. ft.	5.00	300.00
8-inch Coated Steel Pipe, 12 gage	1,100	lin. ft.	2.50	2,750.00
Class "A" Concrete in Miscellaneous Structures	940	cu. yds.	55.00	51,700.00
Metal Reinforcement in Misc. Structures	153,000	lbs.	0.14	21,420.00
Diversion Box, Type A	1	only	600.00	600.00

Diversion Box, Type C	4	only	$150.00	$ 600.00
Diversion Box, Type D	1	only	150.00	150.00
Diversion Box, Type E	1	only	200.00	200.00
Diversion Box, Type F	1	only	100.00	100.00
Reconstruct Diversion Box, Type B	1	only	250.00	250.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type G	2	only	100.00	200.00
1 1/2-inch Electrical Conduit	140	lin. ft.	1.75	245.00
Type 2 Fence	5,100	rods	6.00	30,600.00
16' x 48" Metal Gates	5	only	100.00	500.00
Metal Guard Rail	400	lin. ft.	3.00	1,200.00
Type 2 Barricade	850	lin. ft.	4.50	3,825.00
Guard Rail-Salvaged Barricade	300	lin. ft.	1.50	450.00
Loose Riprap	9,000	cu. yds.	3.00	27,000.00
Coarse Crushed Material in Base	28,500	tons	2.50	71,250.00
3/4" - 0 Material in Base	5,900	tons	2.60	15,340.00
Sprinkling	2,900	M-gals.	2.50	7,250.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	190	cu. yds.	5.00	950.00
Furnishing and Placing Aggregates	1,200	cu. yds.	5.00	6,000.00
RC-3 Asphalt	28	tons	55.00	1,540.00
120-150 Asphalt	90	tons	53.00	4,770.00
RS-1 Asphalt	28	tons	55.00	1,540.00
Class "B" Asphaltic Concrete	3,200	tons	10.00	32,000.00
Structural Excavation	930	cu. yds.	6.00	5,580.00
				$1,691,526.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Seeding and Mulching	All	Required		27,200.00
Relocate Wells and Pump	All	Required		900.00
Move Private Water Lines	All	Required		4,000.00
Signing (Temporary)	All	Required		2,000.00
				$ 39,100.00

Utility Work

Work by Pacific Power & Light Co.	All	Required		3,000.00
Work by Pacific N. W. Telephone Co.	All	Required		2,500.00
Work by City of Ashland	All	Required		12,500.00
				$ 18,000.00
Work by Southern Pacific Co.	All	Required		$ 17,400.00
	Subtotal			$1,766,026.00
	10% Engr. & Cont.			176,602.00
			Total	$1,942,628.00

Type Code X781
Green Springs U'Xing (Sta. 1572+37.79)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	350 cu. yds.	$ 6.00	2,100.00
Structural Excavation Below Elevation Shown	30 cu. yds.	15.00	450.00
Furnish (10" BP 42#) Steel Piling	640 lin. ft.	5.00	3,200.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (446 cu. yds. at $72)	All Required		32,112.00
55'-60' Type III Prestressed Beams	4 only	900.00	3,600.00
60'-65' Type III Prestressed Beams	5 only	1,100.00	5,500.00
80'-85' Type III Prestressed Beams	14 only	1,400.00	19,600.00
Metal Reinforcement (79,000 lbs. at $0.13)	All Required		10,270.00
8-inch Metal Drain Pipe	250 lin. ft.	4.00	1,000.00
Concrete Slab Riprap	340 sq. yds.	8.00	2,720.00
	Subtotal		$ 84,952.00
	10% Engr. & Cont.		8,495.00
	Total		$ 93,447.00

Length of Roadway	7.092 Miles
Length of 1 Structure	0.000 Miles
Length of Roadway	0.057 Miles (Exception)
Length of 8 Structures.	0.125 Miles (Exceptions)
Total Length.	7.274 Miles
Cost of Roadway Per Mile.	$273,918.21

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,942,628.00	$1,787,000.00	$ 155,628.00
Structure	93,447.00	85,000.00	8,447.00
	$2,036,075.00	$1,872,000.00	$ 164,075.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Prestressed Beam Quantities

55'-60' Beams

Overhead			$ 100.00
Metal Reinforcement	1,023 lbs.	at $ 0.13	132.99
Prestress Steel	704 lbs.	at 0.40	281.60
Class A-A Concrete	8 cu.yds.	at 51.00	408.00
			$ 922.59

60'-65' Beams

Overhead			$ 100.00
Metal Reinforcement	1,047 lbs.	at $ 0.13	136.11
Prestress Steel	866 lbs.	at 0.40	346.40
Class A-A Concrete	10 cu.yds.	at 51.00	510.00
			$1,092.51

80'-85' Beams

Overhead			$ 100.00
Metal Reinforcement	1,248 lbs.	at $ 0.13	162.24
Prestress Steel	1,370 lbs.	at 0.40	548.00
Class A-A Concrete	12 cu.yds.	at 51.00	612.00
			$1,422.24

Oregon State Highway Department

Federal Aid
Project No. I-5-1(35)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 11, 1961

Type Code 0010

Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Clearing and Grubbing	All Required		$ 50,000.00
Drainage Excavation, Unclassified	17,400 cu.yds.	$ 2.50	43,500.00
General Excavation, Unclassified	2,217,000 cu.yds.	0.46	1,019,820.00
Short Overhaul	7,446,000 yd.stas.	0.0075	55,845.00
Long Overhaul	157,600 C-yd.stas.	0.35	55,160.00
Finishing Roadbed and Slopes	All Required		15,000.00
Rounding Cutbanks	21,400 lin.ft.	0.20	4,280.00
Loading and Placing Topsoil	16,000 cu.yds.	1.25	20,000.00
12-inch Corrugated Metal Pipe	240 lin.ft.	3.75	900.00
15-inch Corrugated Metal Pipe	90 lin.ft.	4.50	405.00
18-inch Corrugated Metal Pipe	380 lin.ft.	5.50	2,090.00
24-inch Corrugated Metal Pipe	380 lin.ft.	8.00	3,040.00
36-inch Corrugated Metal Pipe	890 lin.ft.	15.50	13,795.00
36-inch Corrugated Metal Pipe, 10 Gage	490 lin.ft.	17.50	8,575.00
60-inch Corrugated Metal Pipe, 10 Gage	600 lin.ft.	38.00	22,800.00
8-inch Perforated Metal Pipe	640 lin.ft.	2.50	1,600.00
Special Backfill in Drains	80 cu.yds.	6.00	480.00
8-inch Concrete Pipe	90 lin.ft.	1.50	135.00
10-inch Concrete Pipe	12 lin.ft.	1.75	21.00
12-inch Concrete Pipe	1,800 lin.ft.	2.00	3,600.00
15-inch Concrete Pipe	4,800 lin.ft.	2.75	13,200.00
18-inch Concrete Pipe	4,800 lin.ft.	4.50	21,600.00
24-inch Concrete Pipe	1,500 lin.ft.	6.00	9,000.00
36-inch Concrete Pipe	640 lin.ft.	7.50	4,800.00
48-inch Concrete Pipe	910 lin.ft.	14.00	12,740.00
Extra For Pipe Under Pavement	30 lin.ft.	3.00	90.00
Special Corrugated Metal Pipe Connectors	All Required		500.00
12-inch Culvert End Sections	1 only	30.00	30.00
15-inch Culvert End Sections	42 only	35.00	1,470.00
18-inch Culvert End Sections	16 only	40.00	640.00
24-inch Culvert End Sections	2 only	50.00	100.00
18-inch Concrete Siphon Pipe	1,400 lin.ft.	6.50	9,100.00
24-inch Concrete Siphon Pipe	650 lin.ft.	8.00	5,200.00
Concrete End Basins	35 cu.yds.	60.00	2,100.00
Salvaging and Stockpiling Culvert Pipe	60 lin.ft.	5.00	300.00
8-inch Coated Steel Pipe, 12 Gage	1,100 lin.ft.	2.50	2,750.00
Class "A" Concrete in Miscellaneous Structures	940 cu.yds.	55.00	51,700.00
Metal Reinforcement in Miscellaneous Structures	153,000 lbs.	0.14	21,420.00
Diversion Box, Type A	1 only	600.00	600.00
Diversion Box, Type C	4 only	150.00	600.00

Diversion Box, Type D	1 only	$ 150.00	$ 150.00
Diversion Box, Type E	1 only	200.00	200.00
Diversion Box, Type F	1 only	100.00	100.00
Reconstruct Diversion Box, Type B	1 only	250.00	250.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type G	2 only	100.00	200.00
1½-inch Electrical Conduit	140 lin.ft.	1.75	245.00
Type 2 Fence	5,100 rods	6.00	30,600.00
16'x48" Metal Gates	5 only	100.00	500.00
Metal Guard Rail	400 lin.ft.	3.00	1,200.00
Type 2 Barricade	850 lin.ft.	4.50	3,825.00
Guard Rail-Salvaged Barricade	300 lin.ft.	1.50	450.00
Loose Riprap	9,000 cu.yds.	3.00	27,000.00
Coarse Crushed Material in Base	28,500 tons	2.50	71,250.00
3/4" - 0 Material in Base	5,900 tons	2.60	15,340.00
Sprinkling	2,900 M-gals.	2.50	7,250.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	190 cu.yds.	5.00	950.00
Furnishing and Placing Aggregates	1,200 cu.yds.	5.00	6,000.00
RC-3 Asphalt	28 tons	55.00	1,540.00
120-150 Asphalt	90 tons	53.00	4,770.00
RS-1 Asphalt	28 tons	55.00	1,540.00
Class "B" Asphaltic Concrete	3,200 tons	10.00	32,000.00
Structural Excavation	930 cu.yds.	6.00	5,580.00
			$1,691,526.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		27,200.00
Relocate Wells and Pump	All Required		900.00
Move Private Water Lines	All Required		4,000.00
Signing (Temporary)	All Required		2,000.00
			$ 39,100.00
Utility Work			
Work by Pacific Power & Light Co.	All Required		$ 3,000.00
Work by Pacific N.W. Telephone Co.	All Required		2,500.00
Work by City of Ashland	All Required		12,500.00
			$ 18,000.00
Work by Southern Pacific Co.	All Required		$ 17,400.00
	Subtotal		$1,766,026.00
	10% Engr. & Cont.		176,602.00
	Total		$1,942,628.00

Type Code X781
Green Springs U'xing (Sta. 1572+37.79)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	350 cu.yds.	$ 6.00	2,100.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish (10" BP 42#) Steel Piling	640 lin.ft.	5.00	3,200.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (446 cu.yds. at $72.00)	All Required		32,112.00
55'-60' Type III Prestressed Beams	4 only	1,000.00	4,000.00
60'-65' Type III Prestressed Beams	5 only	1,200.00	6,000.00
80'-85' Type III Prestressed Beams	14 only	1,700.00	23,800.00
Metal Reinforcement (79,000 lbs. at $0.13)	All Required		10,270.00
8-inch Metal Drain Pipe	250 lin.ft.	4.00	1,000.00
Concrete Slab Riprap	340 sq.yds.	8.00	2,720.00
	Subtotal		$ 90,052.00
	10% Engr. & Cont.		9,005.00
	Total		$ 99,057.00

Length of Roadway - - - - - - - - - - - - 7.092 Miles
Length of 1 Structure - - - - - - - - - - 0.000 Mile
Length of Roadway - - - - - - - - - - - - 0.057 Mile (Exception)
Length of 8 Structures - - - - - - - - - 0.125 Mile (Exceptions)
Total Length - - - - - - - - - - - - - - 7.274 Miles
Cost of Roadway Per Mile - - - - - - - $273,918.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,942,628.00	$1,787,000.00	$155,628.00
Structure	99,057.00	91,000.00	8,057.00
	$2,041,685.00	$1,878,000.00	$163,685.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(35)12

Prestressed Beam Quantities

55'-60' Beams

Overhead			$ 100.00
Metal Reinforcement	1,023 lbs.	at $ 0.13	132.99
Prestress Steel	704 lbs.	at 0.40	281.60
Class A-A Concrete	8 cu.yds.	at 61.00	488.00
			$1,002.59

60'-65' Beams

Overhead			$ 100.00
Metal Reinforcement	1,047 lbs.	at $ 0.13	136.11
Prestress Steel	866 lbs.	at 0.40	346.40
Class A-A Concrete	10 cu.yds.	at 61.00	610.00
			$1,192.51

80'-85' Beams

Overhead			$ 100.00
Metal Reinforcement	1,248 lbs.	at $ 0.13	162.24
Prestress Steel	1,370 lbs.	at 0.40	548.00
Class A-A Concrete	12 cu.yds.	at 75.00	900.00
			$1,710.24

RECEIVED
MAY 29 1964
FOR FILING

5991

May 28, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,550.30 will be made to C. R. O'Neil, on contract #5991 for grading-structure on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,874,471.10, including the post-final payment. Of the total, $19,723.10 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 5-[illegible]

Floyd Query
Commission Secretary

A voucher has been prepared to pay [illegible]

Contract No. 5941, Est. No. [illegible], Date: [illegible], Amt. $ [illegible]

Contractor [illegible]

Totals to date: Paid to contractor $ 1,[illegible]

Amount of force account $ [illegible]10

Amount of retained percentage $

Claims Section
Accounting Division

3/54

RECEIVED
APR 17 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 15, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(35)12
North Ashland-South Ashland Section

Reference is to your letter of April 6, 1964 in connection with the contractor's claim for special backfill in drains, subject project.

We concur with your recommendation that the contractor be reimbursed at the contract unit price for the additional 521 cubic yards that your records show were incorporated in the project at the direction of the inspector.

original to Young
4-17-64

NOTED
LLOYD P. SHAW

FORM E-123X 10M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 8 1964
FOR FILING

April 6, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Contractor's Claim
Special Backfill in Drains
N.Ashland-S.Ashland Grading Project
Project No. I-5-1(35)12

Dear Sir:

We have received a claim from C. R. O'Neil, contractor on this project, for additional compensation for special backfill in drains placed but not paid for on this project. The contractor requests payment for an additional 717.5 cubic yards at hid bid price of $6.50 for a total of $4,663.75.

The original bid amount for this material was 80 cubic yards, and the bid price was $6.50 per cubic yard. This is not an unbalanced bid, as the average bid price on 28 contracts let in 1963 was $6.48 per cubic yard. The total quantity paid for to date is 1592.5 cubic yards which is an overrun of 1890% on this item.

Our specifications call for measurement of the backfill material on a theoretical width of the nominal diameter of the pipe plus 2 feet, and a depth as ordered by the engineer. The subsurface water encountered on this project was flowing in decomposed granite. When the excavation was made for the perforated pipe through this material, the flow of water into the trench caused considerable caving of the sides. As the backfill was placed, our inspector ordered the entire width of the trench to be backfilled with the free-draining material. According to truck deliveries to the project, record of which was carefully kept by our inspector, the quantity of special backfill actually used was 521 cubic yards more than our computed quantity of payment. In addition to the extra width, some of the material was used in "blind" french drains leading to the perforated pipe. No measurement was made of these drains.

Had the contractor been allowed to place the material in a form of some sort exactly two feet wider than the nominal diameter of the pipe, and then backfill the remainder of the trench with other material of his choosing, this would have created a dike which would have effectively defeated the purpose of the free-draining backfill material. The contractor complained about the "short payment" at the time, but no formal complaint was made as our specifications appear to be quite clear on this point.

According to the supplier of the material, the total amount of material delivered to the job was 717.5 cubic yards more than we paid for, but our inspector's records indicate waste of nearly 200 cubic yards of this, and that his figure of 521 cubic yards is the correct figure.

Due to the fact that we did obtain value from the material placed, that it was placed according to the directors of our inspector, and that placement of the exact amount as indicated by our specifications would have produced an entirely unacceptable end result, we believe that the contractor is entitled to payment for the additional material. Your concurrence in our recommendation is requested.

We propose to prepare a Price Agreement in the amount of $3,386.50 as lump sum settlement of the claim as submitted by the contractor. This is equal to the 521 cubic yards at the bid price of $6.50.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:bjm

cc: L. P. Shaw
L. H. Young

RECEIVED
APR [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1964

FOR FILING

March 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway, Contract No. 5991, Project No. I-5-1(35)12 in Jackson County was completed February 11, 1964.

This work was authorized by Order for State Work No. 6 dated July 31, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:mb

cc: J. W. Nash

RECEIVED
MAR 4 - 1964
FOR FILING

12

5991

March 4, 1964

Great American Insurance Co.,
iles-Reed-Wood-West Co.,
412 Falling Bldg.,
Portland 4, Oregon

Gentlemen:

On February 27, 1964, we wrote to you concerning release of final payment on contract #5991, awarded to C. R. O'Neil for grading-structure on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $57,761.52 and the total contract amount is $1,870,320.80, including $19,723.10 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Falling Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 27 1964

FOR FILING

[illegible]

5991

February 27, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5991 awarded to C. R. O'Neil, for grading-structure on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County, was completed August 13, 1963, and accepted by the Highway Commission on February 26, 1964.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 5, 1964.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
FEB 27 1964

FOR FILING

[illegible]

5991

February 26, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 13, 1963 on Contract No. 5991. The contract was with C. R. O'Neil and was for grading and one structure on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 26, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 24 1964

FOR FILING

I 5-1(35)1

5911

Salem, Oregon
February 24, 1964

Acceptance of Contract

Mr. Lloyd P. Orme
Asst. State Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 5911 with C. E. O'Neill for grading and one structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, completed August 13, 1963.

L. H. Young
Office Engineer

DBP:bb

cc: Floyd Query
C. H. Watson
F. D. Morgan

RECEIVED
FEB 4 - 1964
FOR FILING

[illegible]

5991

February 4, 1964

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon 97310

Dear Mr. Appling:

Attached for your files and records are duplicate originals of the following speed zone resolutions:

(1) "Speed Zone Resolution No. 407" adopted by the Commission on August 29, 1963, N. Ashland-S. Ashland Section, Pacific Highway, Jackson County. Speed zone became effective on January 22, 1964, when highway was completed to Interstate Standards.

(2) "Speed Zone Resolution No. 415" adopted by the Commission on October 10, 1963, Yoncalla Interchange-Rice Hill Interchange, Pacific Highway, Douglas County. Speed zone became effective on January 14, 1964, when highway was completed to Interstate Standards.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

FORM E-20 50M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 24, 1964

SUBJECT: Speed Zoning
Pacific Highway
N. Ashland-S. Ashland Section

To: Floyd Query
Secretary
BUILDING

On August 29, 1963, the State Highway Commission established a 70 MPH speed zone on that section of the Pacific Highway between the N. Ashland Interchange (M.P. 299.97) and the north city limits of Ashland (M.P. 301.99), and between the east city limits of Ashland (M.P. 302.07) and the S. Ashland Interchange (M.P. 306.85).

This speed zone became effective on January 22.

FB Crandall
F. B. Crandall
Traffic Engineer

VPJ:sm

NOTED
C. W. HEAD

RECEIVED
FEB 6 - 1964

FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 31, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: N. Ashland-South Ashland Section
Inspection in Depth
Base Surfacing

Dear Sir:

On the recent inspection in depth of the base surfacing phase of subject project, your auditors found what they felt to be a deficiency in our procedures for determining quantities used in the monthly estimate of work performed by the contractor.

This matter has been discussed and it is the consensus of opinion that we should continue with our present procedures. The term "estimate" implies that the quantities shown are not accurate and any attempt on our part to make them so would require such additional manpower as to make the submission of monthly estimates an expensive item. Also, the quantities change so much from day to day under the present working conditions that the taking of accurate measurements becomes impractical.

It is our contention that the retained percentage normally insures against over-payment. As the job progresses, the Resident Engineer is more aware of what the final quantities will be and takes precautions to avoid over-payment.

Over-payments have been infrequent during the many years the Highway Department has operated and we can see no compelling reason to change at this time.

Very truly yours,

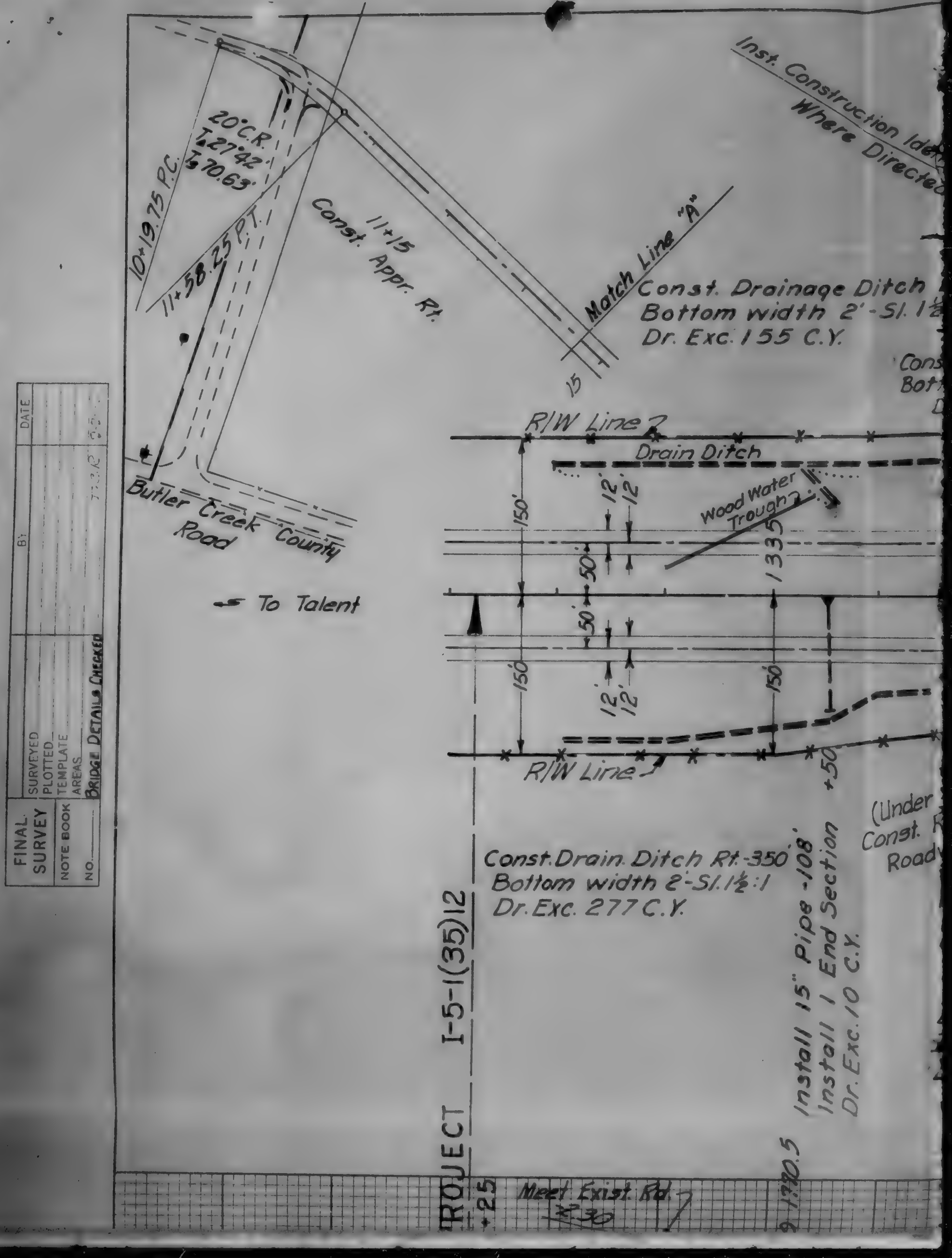
F. D. Morgan
Construction Engineer

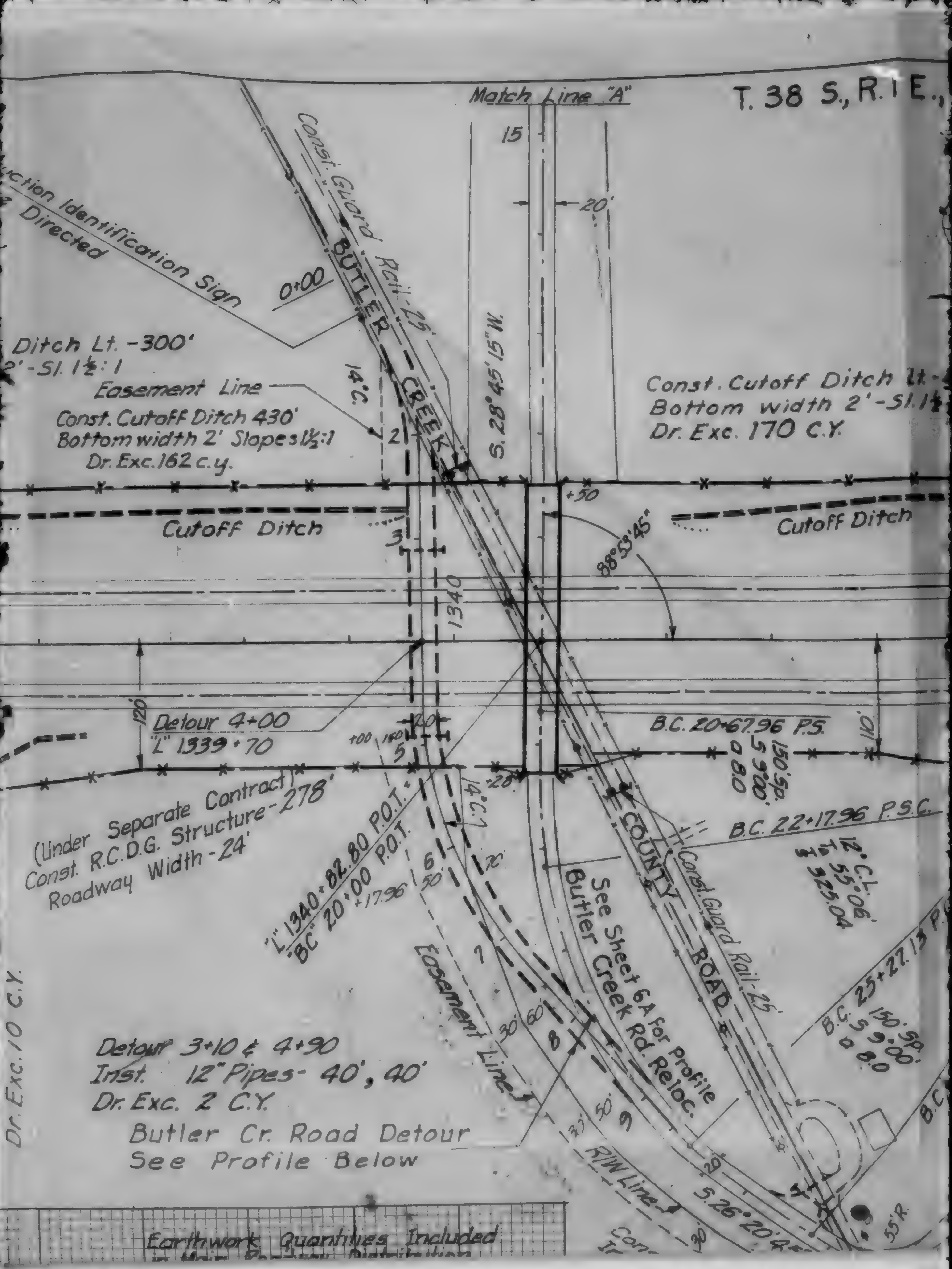
By C. F. Putnam

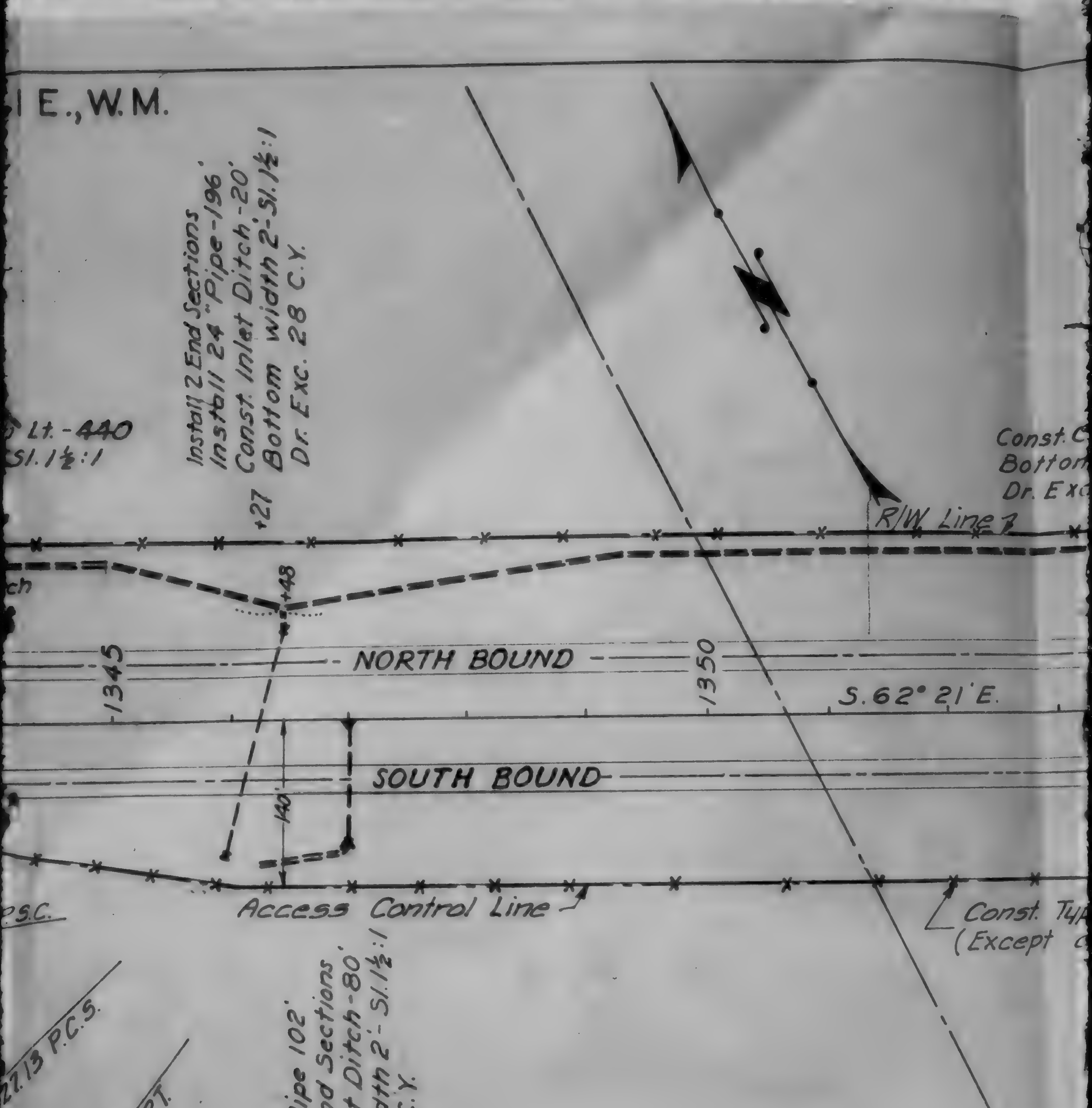
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:fp
cc Lloyd Shaw
L. H. Young


Inst. Construction Ide
Where Directed
20°C.R.
T=27.42'
L=70.63'
10+19.75 P.C.
11+58.25 P.T.
11+15
Const. Appr. Rt.
Match Line "A"
Const. Drainage Ditch
Bottom width 2'-Sl. 1½
Dr. Exc. 155 C.Y.
Cons
Bott
15
R/W Line
Drain Ditch
Wood Water Trough
Butler Creek County Road
To Talent
150'
12'
12'
50'
50'
1335
150'
150'
12'
12'
R/W Line
+50
(Under
Const. R
Road
Const. Drain. Ditch Rt.-350'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 277 C.Y.
Install 15" Pipe -108'
Install 1 End Section
Dr. Exc. 10 C.Y.
PROJECT I-5-1(35)12
+25
Meet Exist. Rd.
9+30
9 1730.5
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
BRIDGE DETAILS CHECKED
BY
DATE


T. 38 S., R. 1 E.,
Match Line "A"
15
20'
Const. Guard Rail-25'
BUTLER CREEK
0+00
uction Identification Sign
s Directed
Ditch Lt. -300'
2'-Sl. 1½:1
14°C.
Easement Line
Const. Cutoff Ditch 430'
Bottom width 2' Slopes 1½:1
Dr. Exc. 162 c.y.
2
S. 28°45'15" W.
Const. Cutoff Ditch Lt.
Bottom width 2'-Sl. 1½
Dr. Exc. 170 C.Y.
+50
Cutoff Ditch
Cutoff Ditch
3
88°53'45"
1340
120'
110'
Detour 4+00
"L" 1339+70
+20
+00
150
5
+28
B.C. 20+67.96 P.S.
150' Sp.
S 9°00'
θ 8.0
(Under Separate Contract)
Const. R.C.D.G. Structure-278'
Roadway Width-24'
14°C.
COUNTY
ROAD
B.C. 22+17.96 P.S.C.
Const. Guard Rail-25'
12°C.L.
S 55°06'
T 325.04
"L" 1340+82.80 P.O.T.=
"BC" 20+00 P.O.T.
+17.96
6
50'
20'
See Sheet 6A For Profile
Butler Creek Rd. Reloc.
Easement Line
7
30'
60'
8
50'
35'
9
R/W Line
S. 26°20'
30'
B.C. 25+27.13 P.
150' Sp.
S 9°00'
θ 8.0
B.C.
55'R.
Con
Ir
Dr. Exc. 10 C.Y.
Detour 3+10 & 4+90
Inst. 12" Pipes- 40', 40'
Dr. Exc. 2 C.Y.
Butler Cr. Road Detour
See Profile Below
Earthwork Quantities Included
in Main Roadway Distribution


1 E., W.M.
Install 2 End Sections
Install 24" Pipe-196'
Const. Inlet Ditch-20'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 28 C.Y.
Lt.-440
Sl. 1½:1
+27
+48
ch
Const. C
Bottom
Dr. Exc
R/W Line
NORTH BOUND
1345
1350
S. 62° 21' E.
SOUTH BOUND
140'
Access Control Line
Const. Ty
(Except
P.S.C.
27.13 P.C.S.
B.C. 26+77.13 P.T.
Install 15" Pipe 102'
Install 2 End Sections
Const. Outlet Ditch-80'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 54 C.Y.
+00
32
35'R.

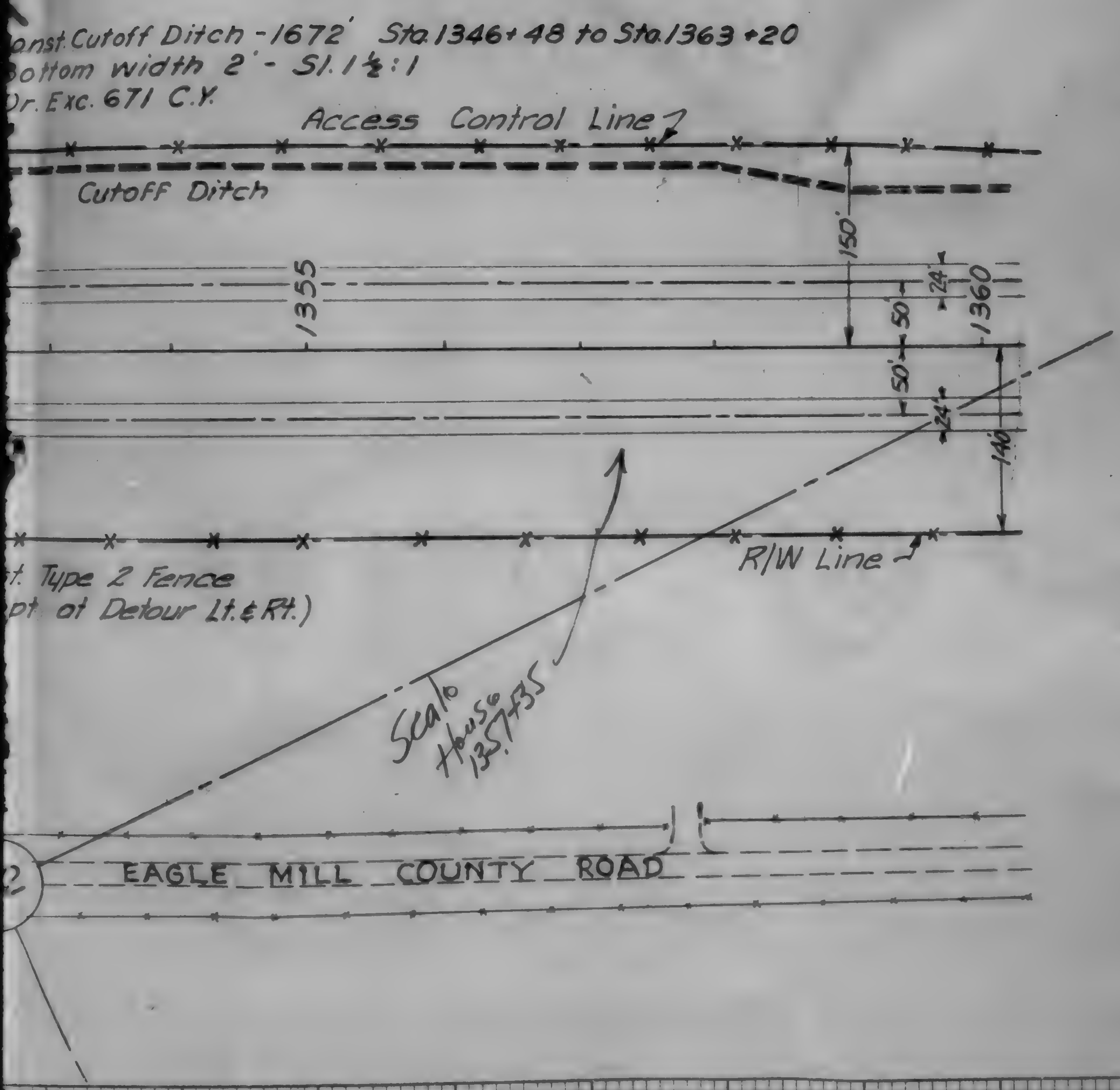
7V-

N. ASHLAND INTER.- S. ASHLAND INTER. SEC

PACIFIC HIGHWAY

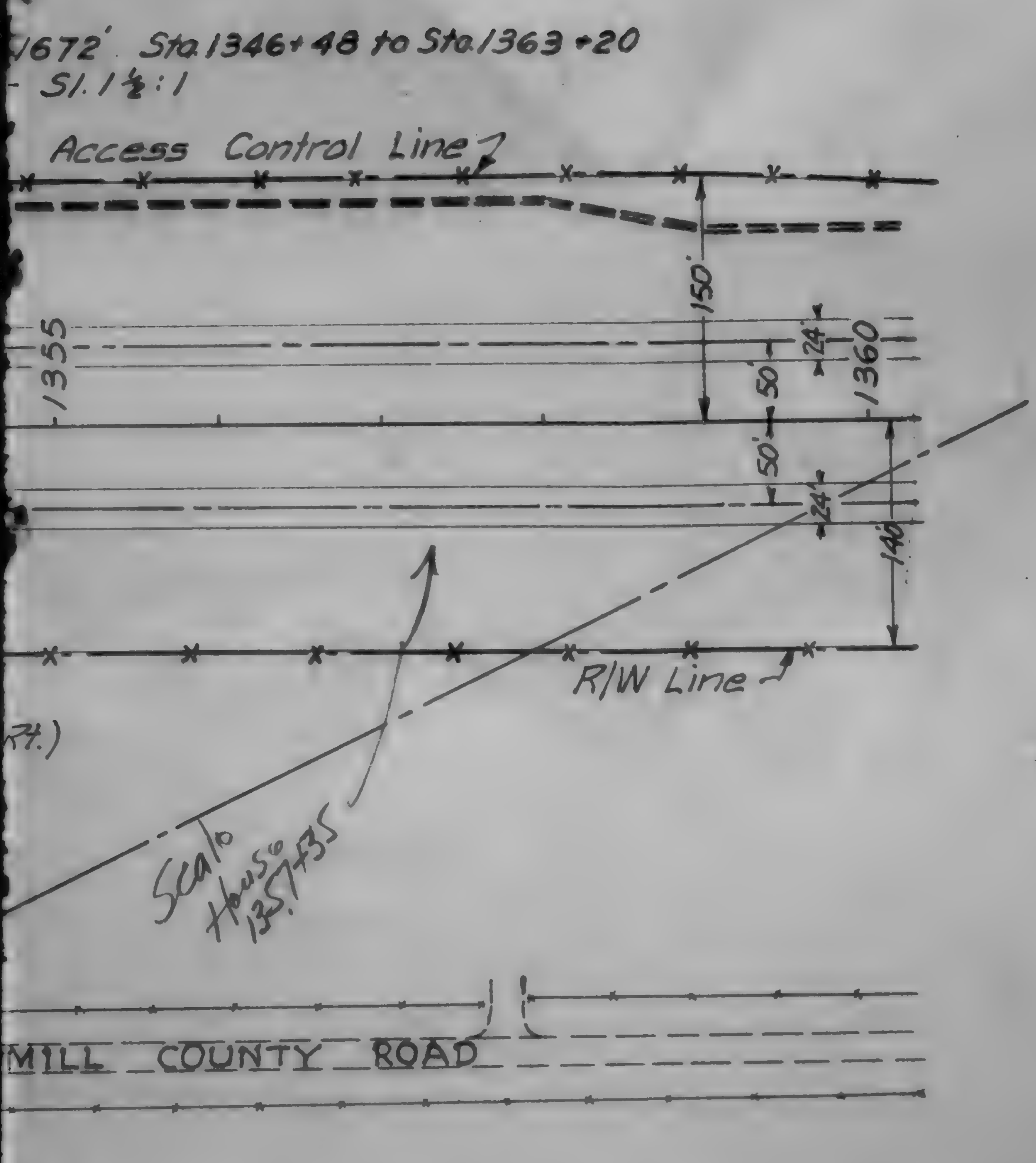
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5-1(35)12	


onst. Cutoff Ditch -1672' Sta. 1346+48 to Sta. 1363+20
Bottom width 2' - Sl. 1½:1
Dr. Exc. 671 C.Y.
Access Control Line
Cutoff Ditch
150'
1355
1360
24'
50
50'
24'
140'
t. Type 2 Fence
pt. at Detour Lt. & Rt.)
R/W Line
Scale House 1357+35
EAGLE MILL COUNTY ROAD

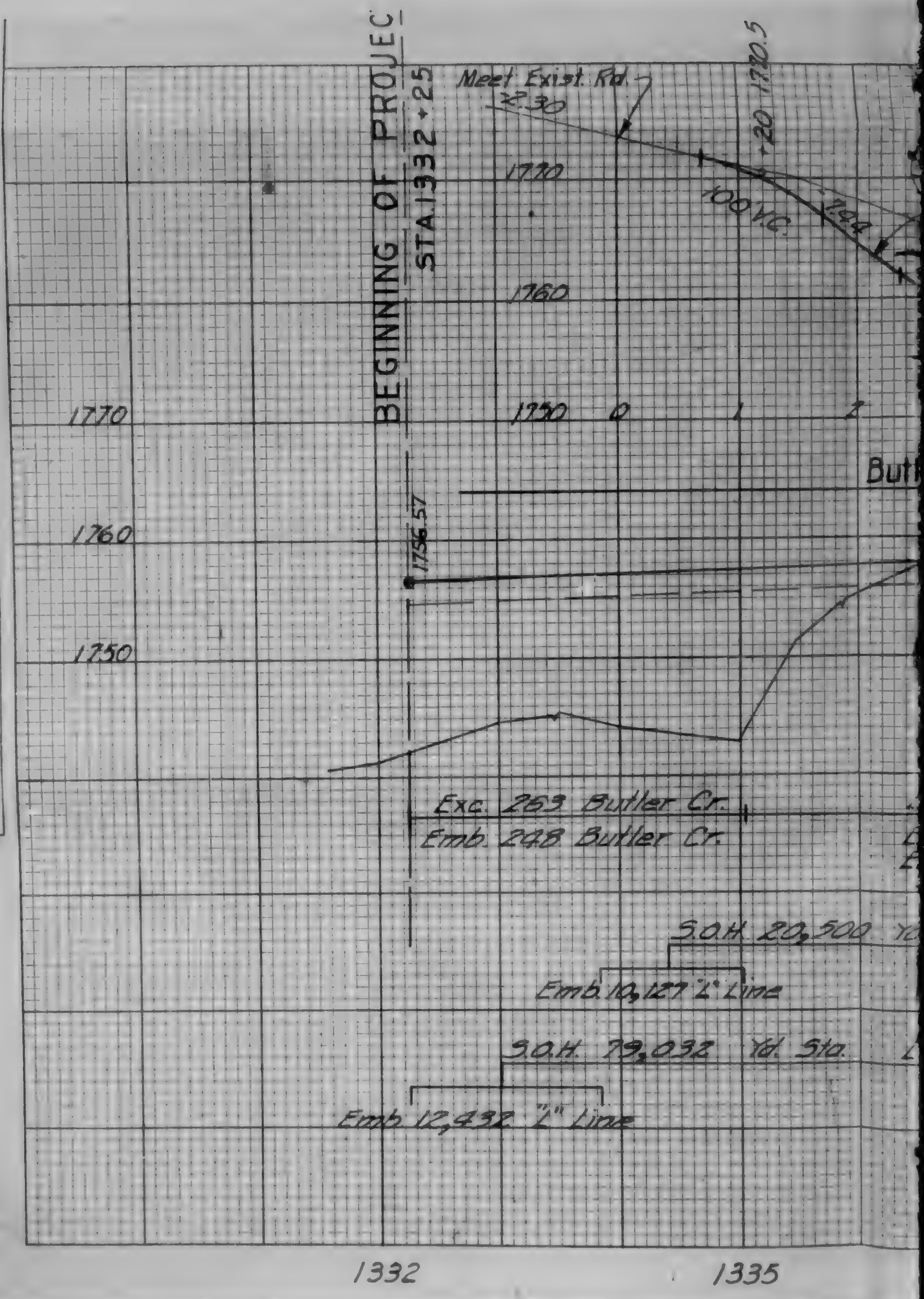
7V-141

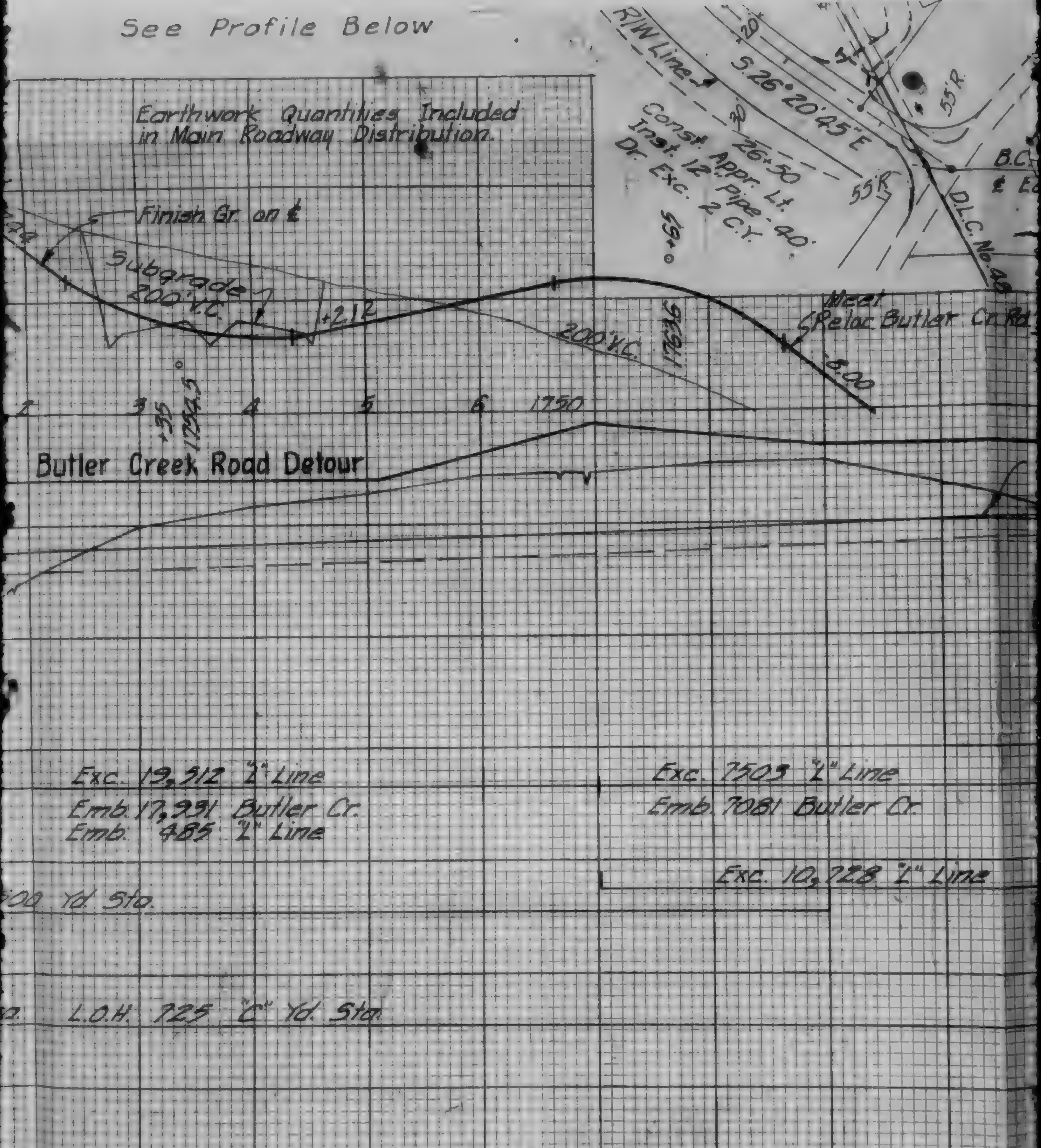
N. ASHLAND INTER.- S. ASHLAND INTER. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

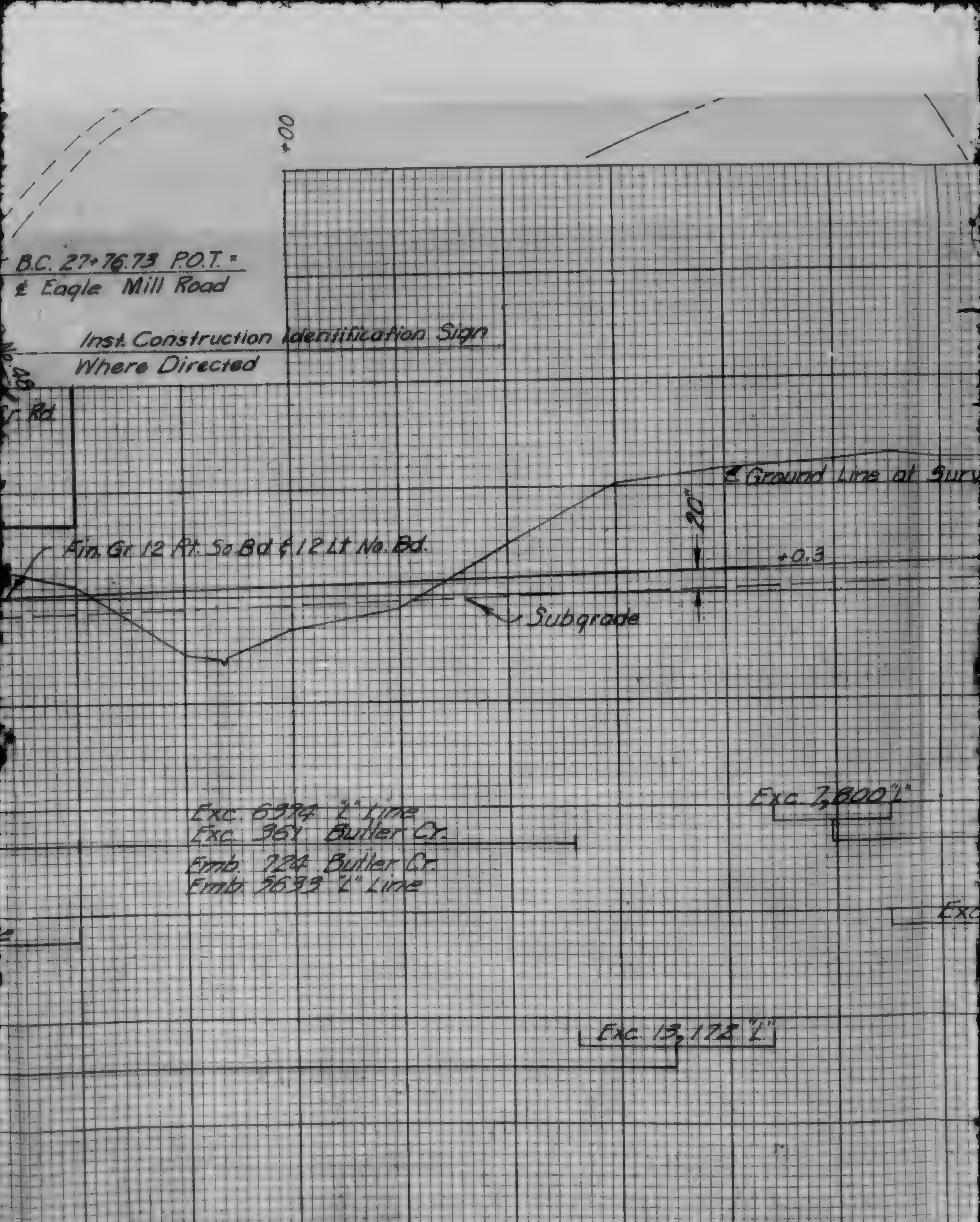


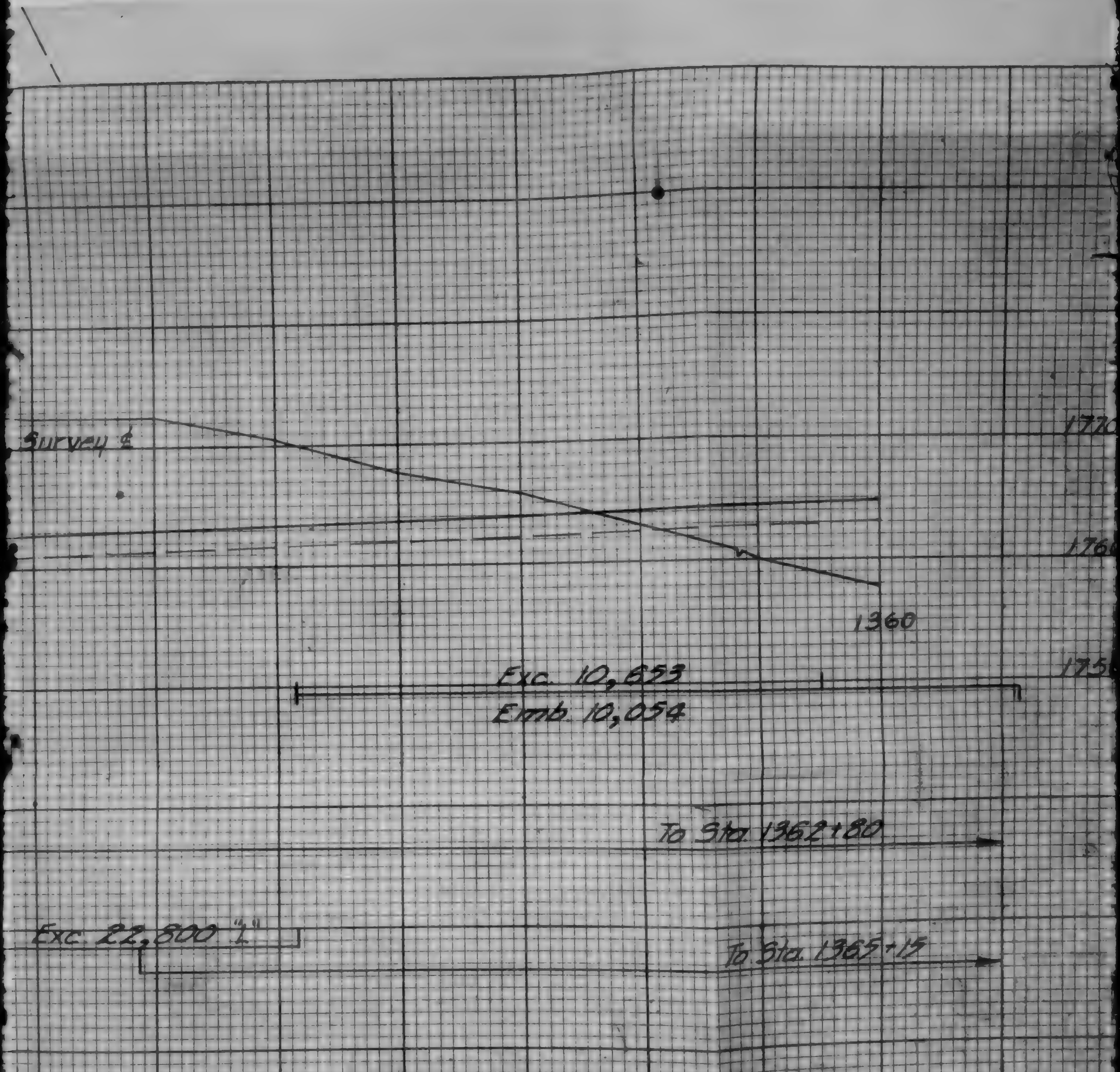
1672' Sta.1346+48 to Sta.1363+20
- Sl. 1½:1
Access Control Line
150'
1355
24
1360
50
50'
24
140
R/W Line
Rt.)
Scale House 1357+35
MILL COUNTY ROAD

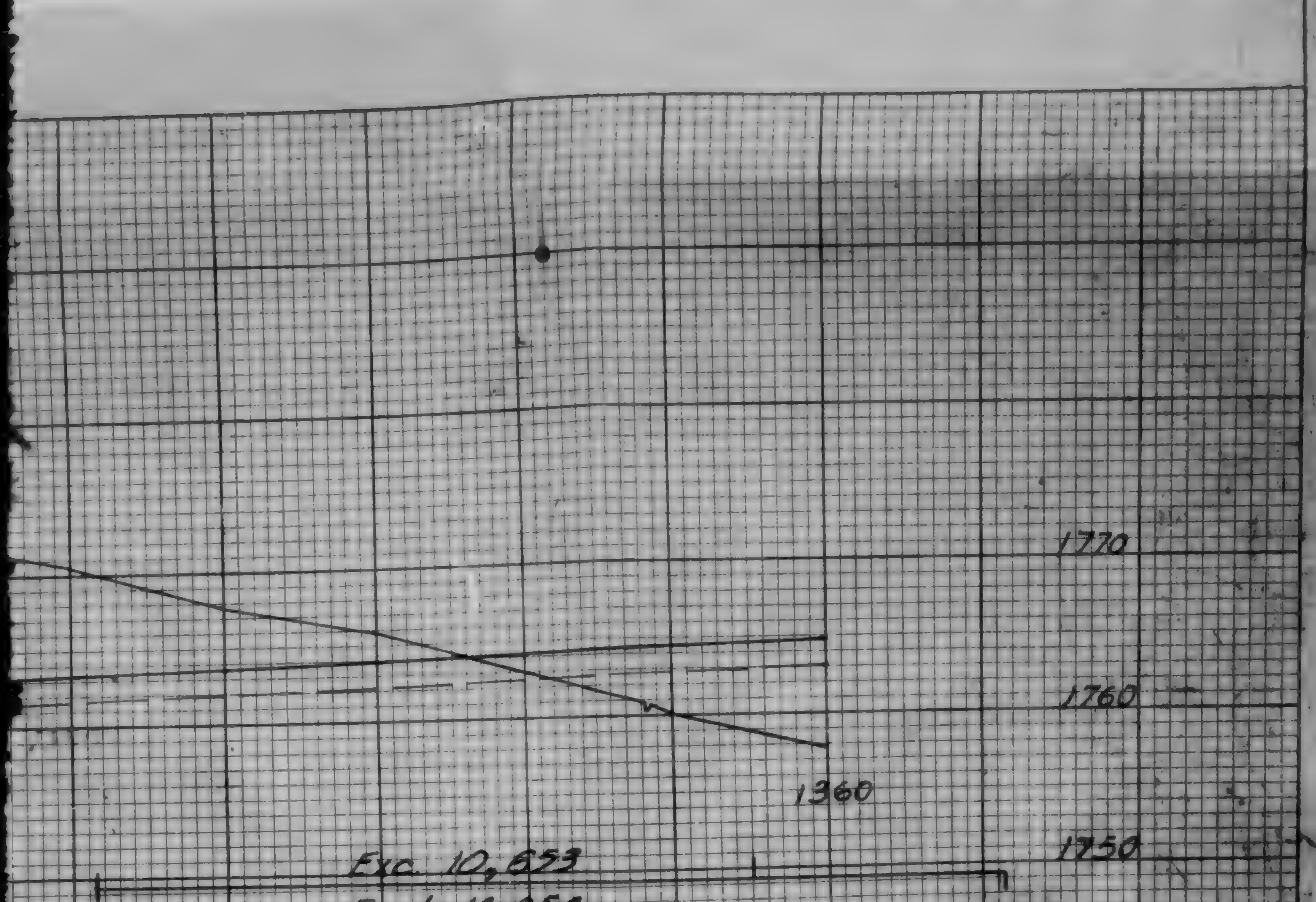
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
ARFAS CHECKED
BY
DATE

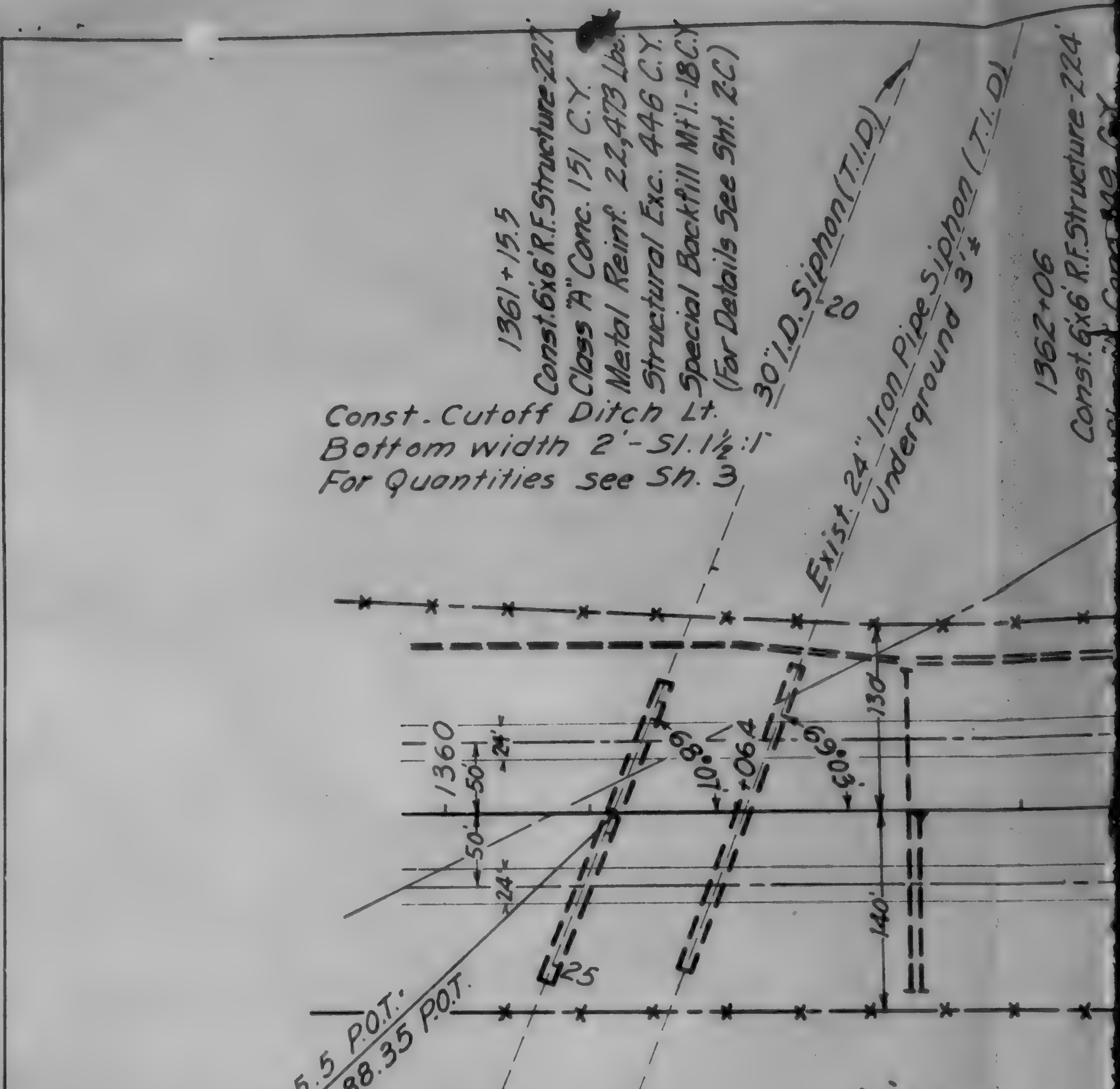

BEGINNING OF PROJEC
STA 1332 + 25
Meet Exist. Rd.
-2.30
1770
1760
1750
0
1
2
+20 1770.5
100' V.C.
-7.44
Butl
1770
1760
1750
1756.57
Exc. 263 Butler Cr.
Emb. 208 Butler Cr.
S.O.H. 20,500 Yd
Emb. 10,127 "L" Line
S.O.H. 79,032 Yd. Sta.
Emb. 12,432 "L" Line
1332
1335


See Profile Below
Earthwork Quantities Included in Main Roadway Distribution.
R/W Line
S.26°20'45"E
Const. Appr. Lt.
26+50
Inst. 12" Pipe 40'
Dr. Exc. 2 C.Y.
55'R
55'R
D.L.C. No. 49
B.C.
59+0
Finish Gr. on ℄
Subgrade
200' V.C.
+2.12
200' V.C.
1763.6
Meet Reloc. Butler Cr. Rd.
-8.00
+35
1734.5
3
4
5
6
1750
Butler Creek Road Detour
Exc. 19,512 "L" Line
Emb. 17,931 Butler Cr.
Emb. 485 "L" Line
Exc. 7503 "L" Line
Emb. 7081 Butler Cr.
Exc. 10,728 "L" Line
500 Yd. Sta.
L.O.H. 725 "C" Yd. Sta.

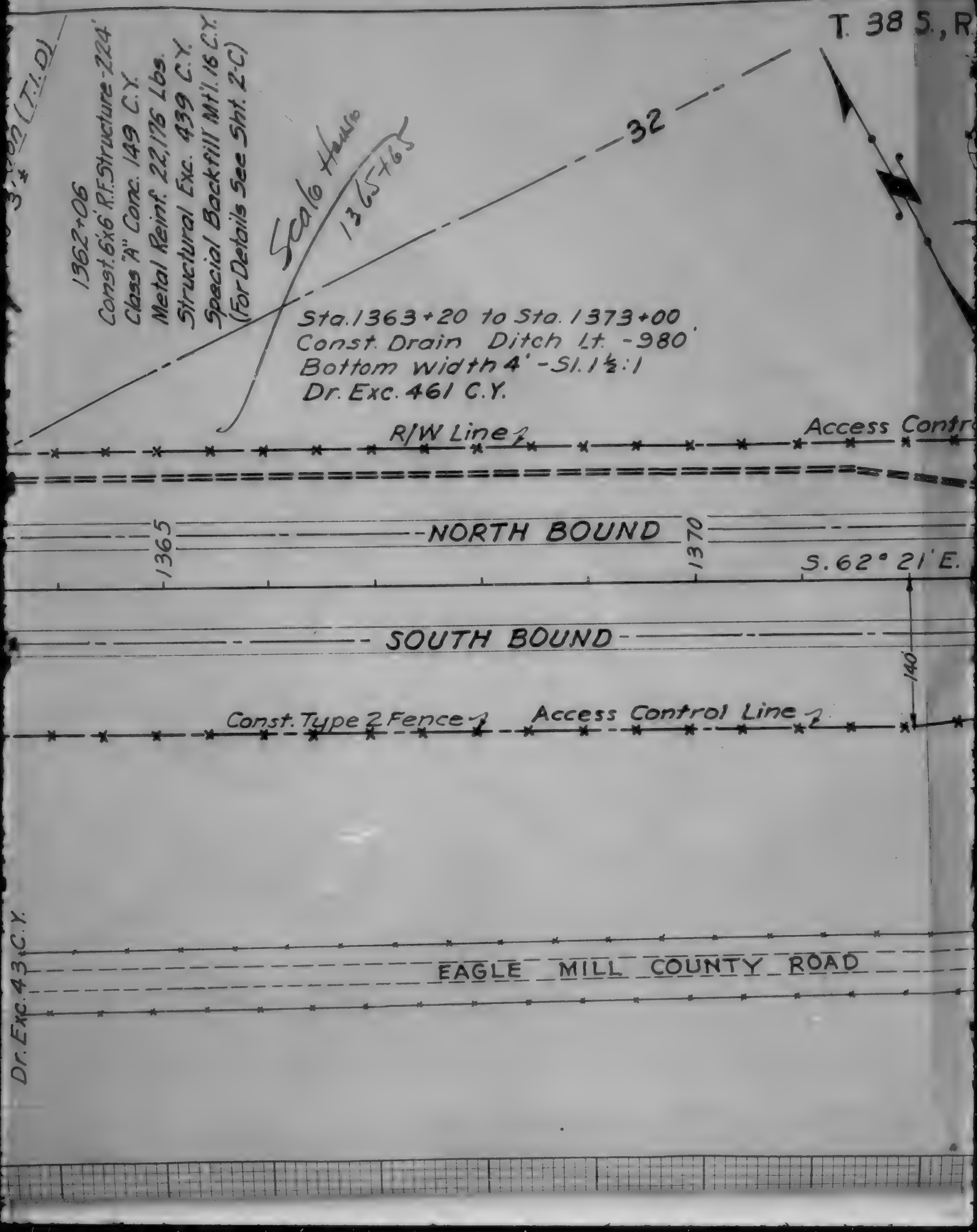

+00
B.C. 27+76.73 P.O.T. =
℄ Eagle Mill Road
Inst. Construction Identification Sign
Where Directed
Rd.
℄ Ground Line at Surv
20"
Fin. Gr. 12 Rt. So. Bd. & 12 Lt. No. Bd.
+0.3
Subgrade
Exc. 6394 "L" Line
Exc. 361 Butler Cr.
Emb. 724 Butler Cr.
Emb. 5633 "L" Line
Exc. 7,800 "L"
Exc
Exc. 13,172 "L"
1345
1350


Survey ℄
1770
1760
1360
1750
Exc. 10,653
Emb. 10,054
To Sta. 1362+80
Exc. 22,800 "L"
To Sta. 1365+15
1355
1360

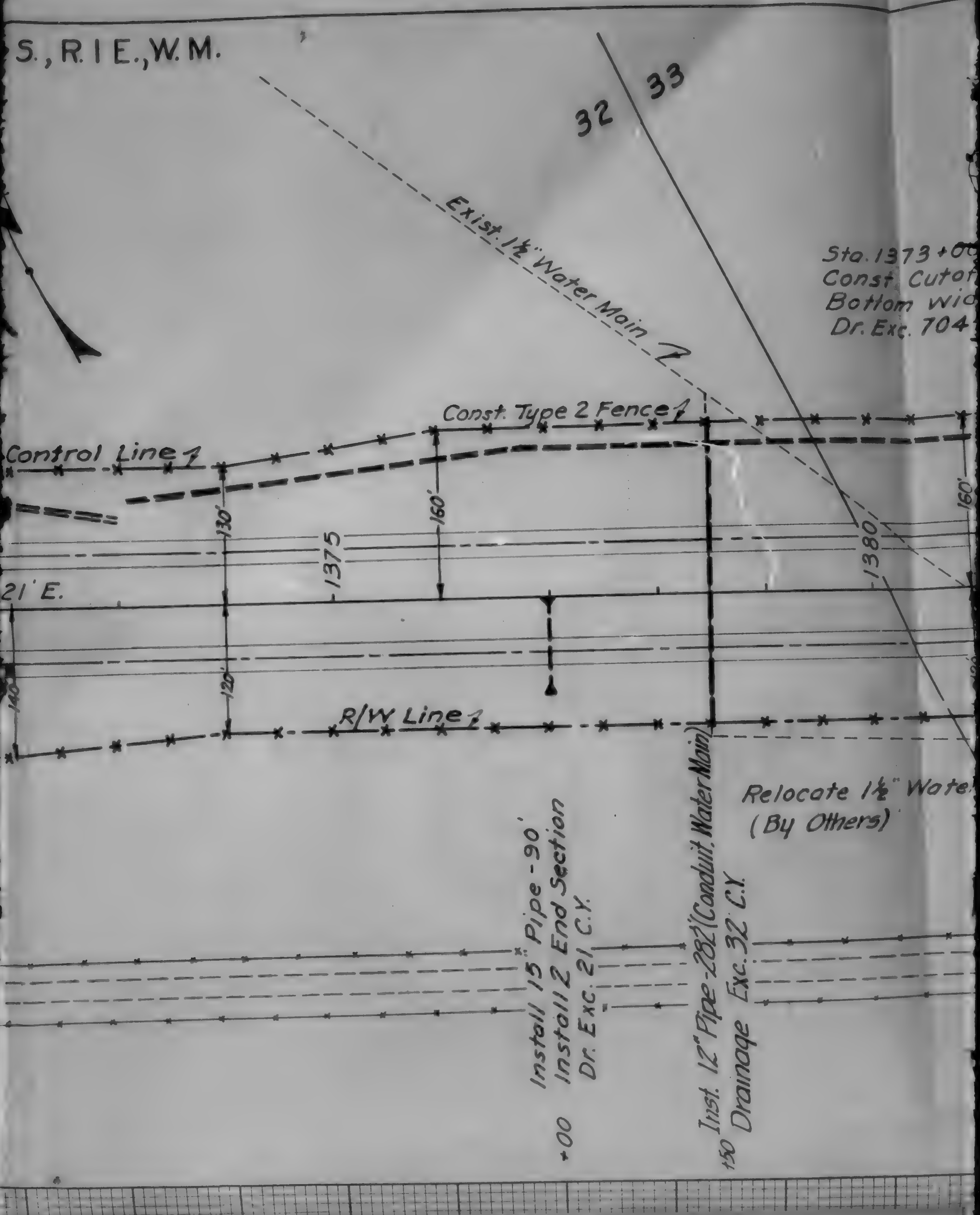

1770
1760
1360
1750
Exc. 10,653
Emb. 10,054
To Sta. 1362+80
"L"
To Sta. 1365+15
1355
1360


1361+15.5
Const. 6'x6' R.F. Structure - 227'
Class "A" Conc. 151 C.Y.
Metal Reinf. 22,473 Lbs.
Structural Exc. 446 C.Y.
Special Backfill Mt'l. - 18 C.Y.
(For Details See Sht. 2C)
30" I.D. Siphon (T.I.D.)
20
Exist. 24" Iron Pipe Siphon (T.I.D.)
Underground 3'±
1362+06
Const. 6'x6' R.F. Structure - 224'
Const. Cutoff Ditch Lt.
Bottom width 2' - Sl. 1½:1
For Quantities see Sh. 3
1360
50'
50'
24'
24
68°
101°
+06.4
69°
60°
130'
140'
25
1361+15.5 P.O.T.
T.I.D. 23+88.35 P.O.T.
+20 Install 24" Pipe - 212'
+25 Install 15" Pipe - 112'
Install 1 End Section
Dr. Exc. 43 C.Y.

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

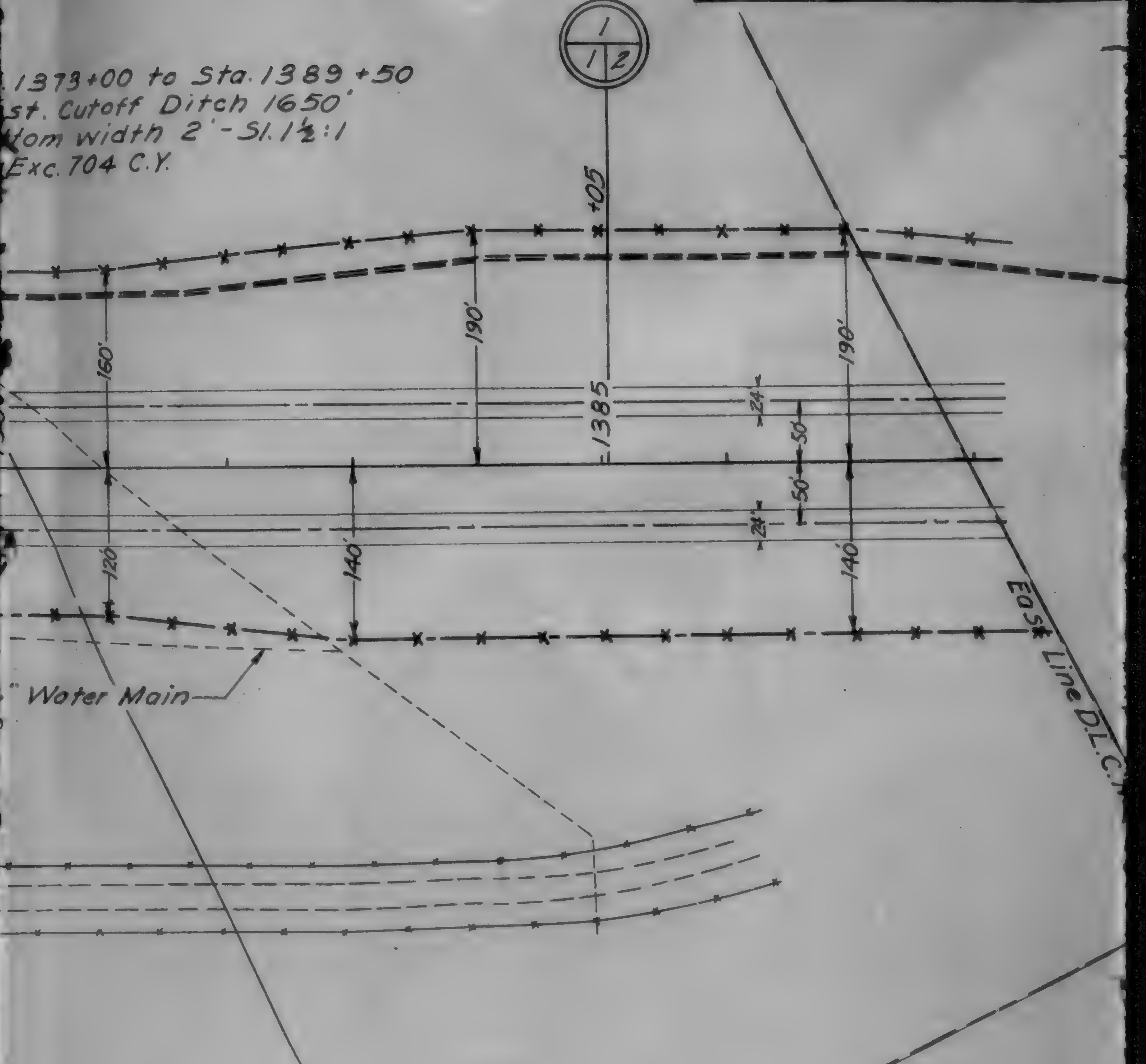


3' ± (T.I.D)
1362+06
Const. 6'x6' R.F. Structure-224'
Class "A" Conc. 149 C.Y.
Metal Reinf. 22,176 Lbs.
Structural Exc. 439 C.Y.
Special Backfill Mt'l. 16 C.Y.
(For Details See Sht. 2-C)
Scale House
1365+65
32
T. 38 S., R
Sta. 1363+20 to Sta. 1373+00
Const. Drain Ditch Lt. -980'
Bottom Width 4' - Sl. 1½:1
Dr. Exc. 461 C.Y.
R/W Line
Access Contr
NORTH BOUND
1365
1370
S. 62° 21' E.
SOUTH BOUND
140
Const. Type 2 Fence
Access Control Line
Dr. Exc. 43 C.Y.
EAGLE MILL COUNTY ROAD


S., R.1 E., W.M.
32
33
Exist. 1½" Water Main
Sta. 1373+00
Const. Cutof
Bottom Wid
Dr. Exc. 704
Const. Type 2 Fence
Control Line
130'
160'
1375
1380
160'
21' E.
140'
120'
R/W Line
Inst. 12" Pipe-28½' (Conduit Water Main)
Drainage Exc. 32 C.Y.
+50
Relocate 1½" Wate
(By Others)
Install 15" Pipe-90'
Install 2 End Section
Dr. Exc. 21 C.Y.
+00

N. ASHLAND INTER.- S. ASHLAND INT
PACIFIC HIGHWAY
JACKSON COUNTY

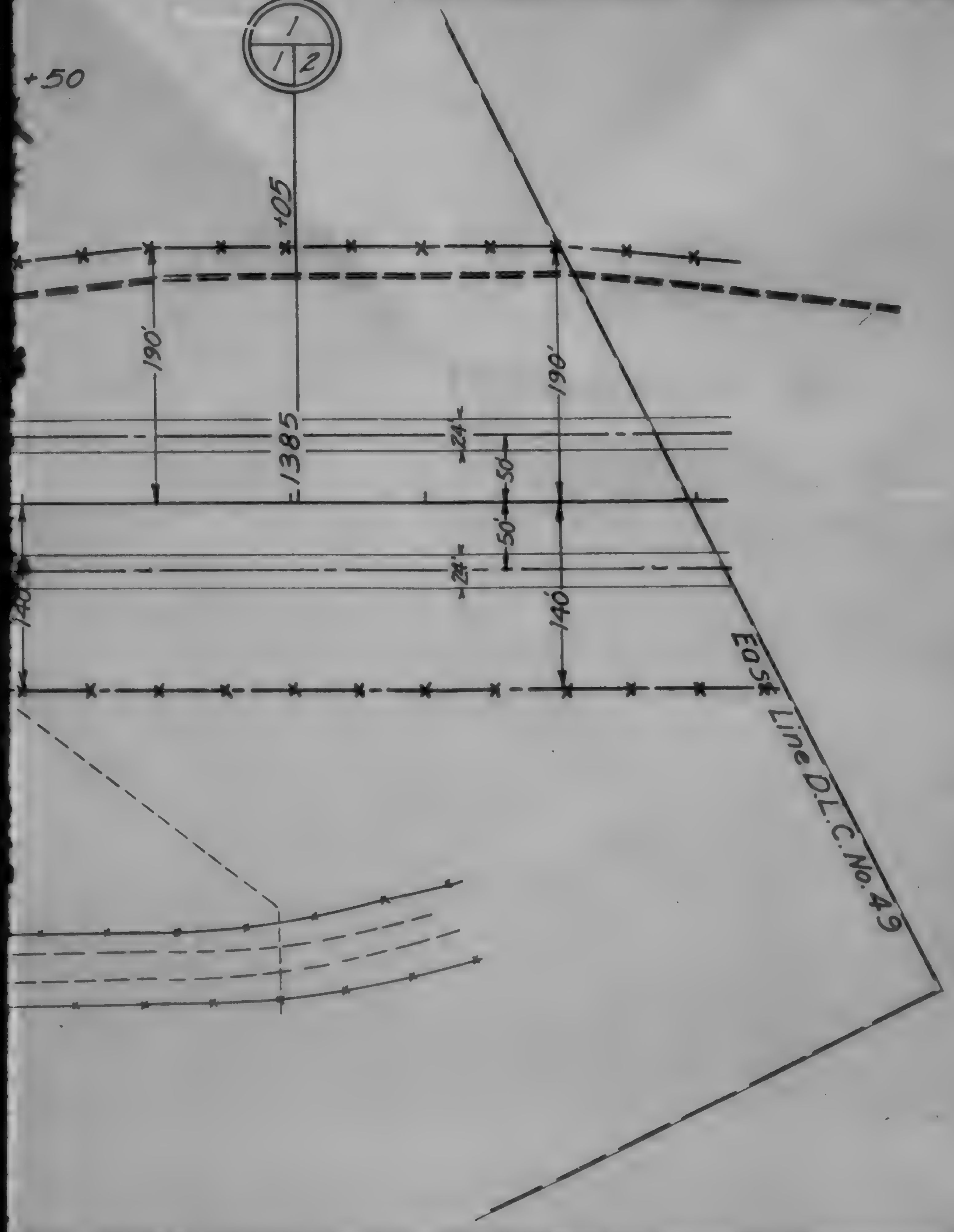
FED. ROAD Div. No.	STATE.	PROJECT NUMBER
8	OREGON	1-5-1(35)12



.1373+00 to Sta. 1389+50
st. Cutoff Ditch 1650'
ttom width 2'-Sl. 1½:1
Exc. 704 C.Y.
1
1 2
+05
1385
160'
190'
190'
120'
140'
140'
24'
24'
50'
50'
Water Main
East Line D.L.C.

7V-141

N. ASHLAND INTER.- S. ASHLAND INTER. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

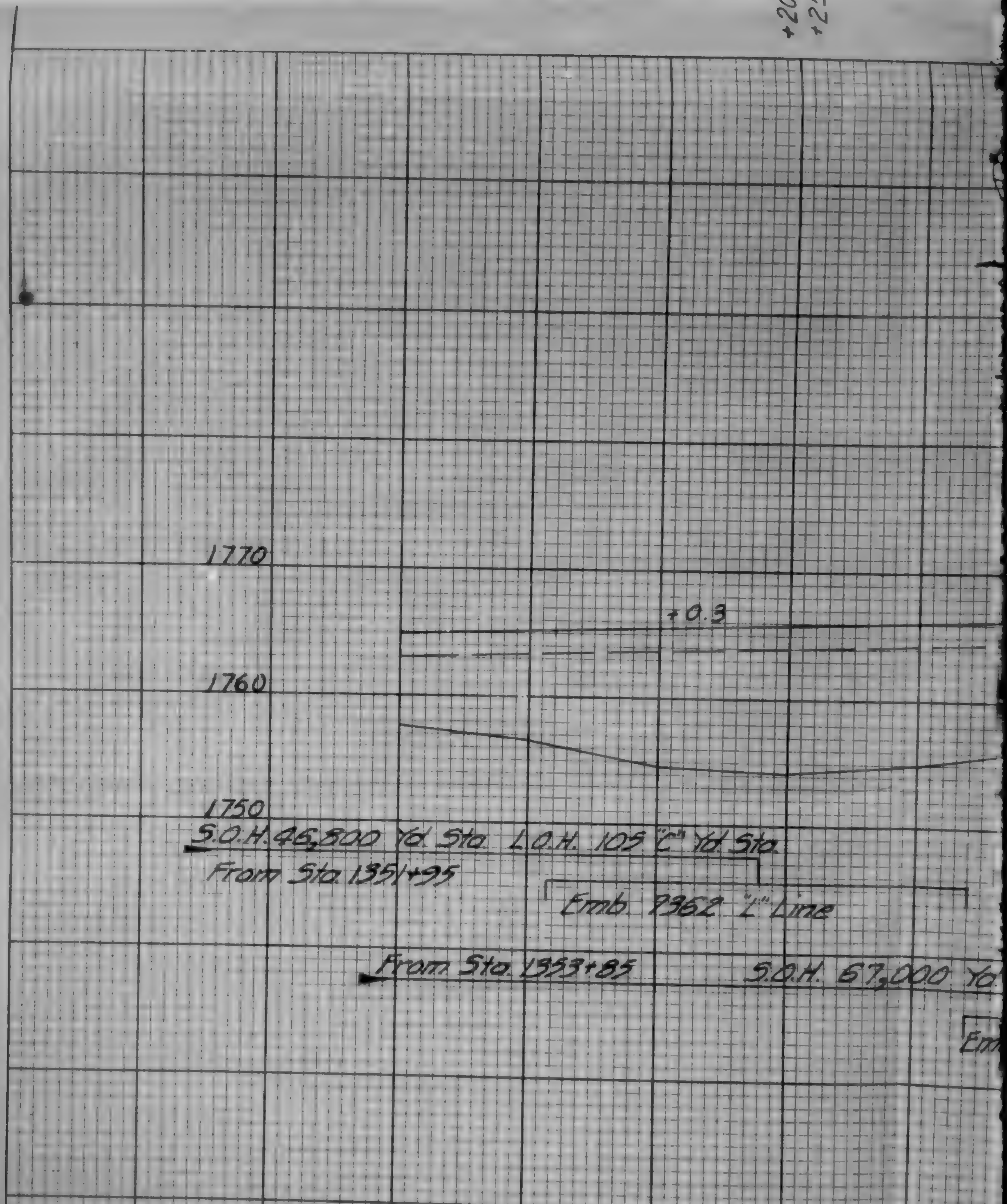

+50
1
1
2
+05
190'
190'
1385
24'
50'
50'
24'
140'
140'
East Line D.L.C. No. 49

ORIGINAL SURVEY

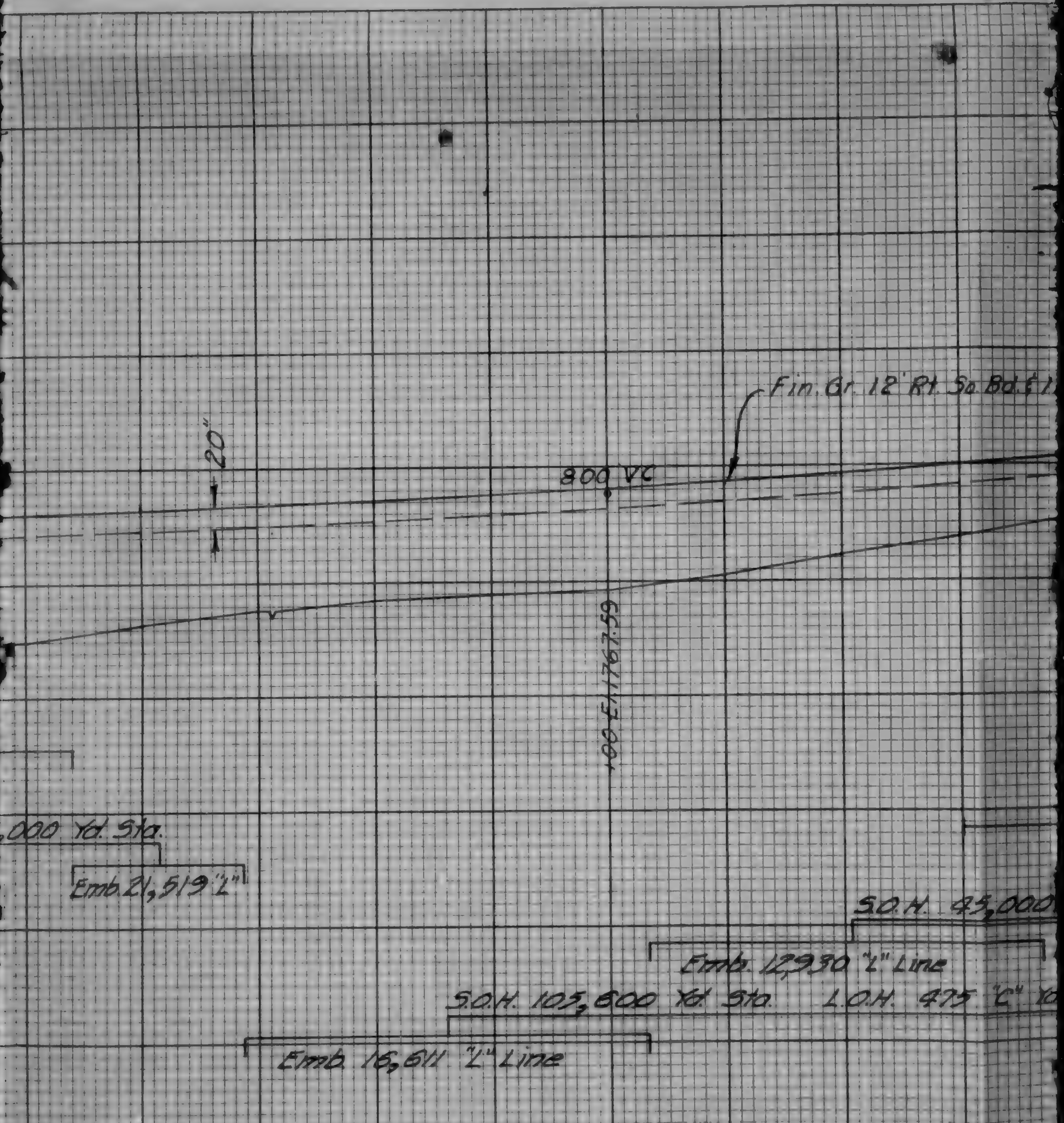
NOTE BOOK

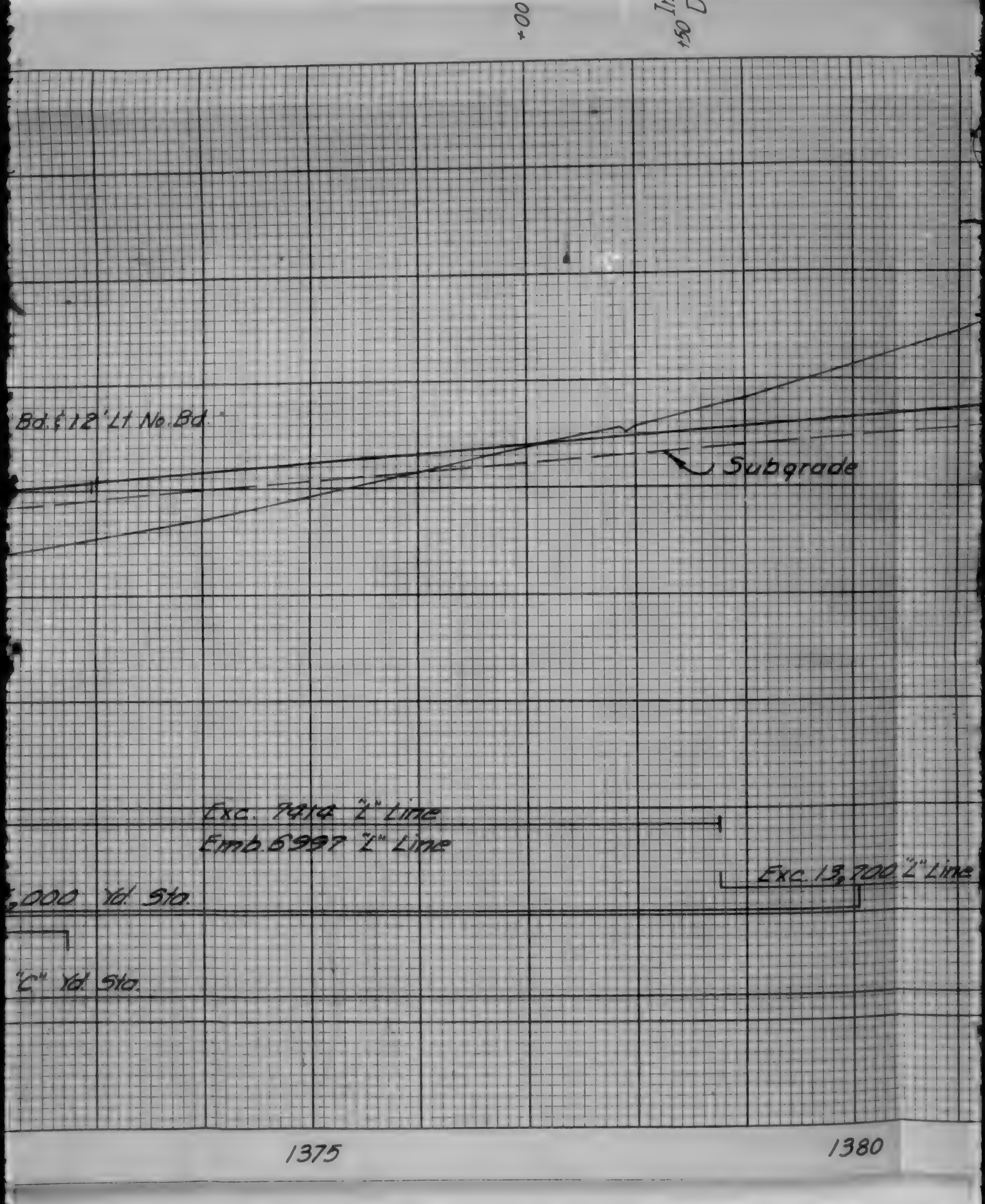
NO.

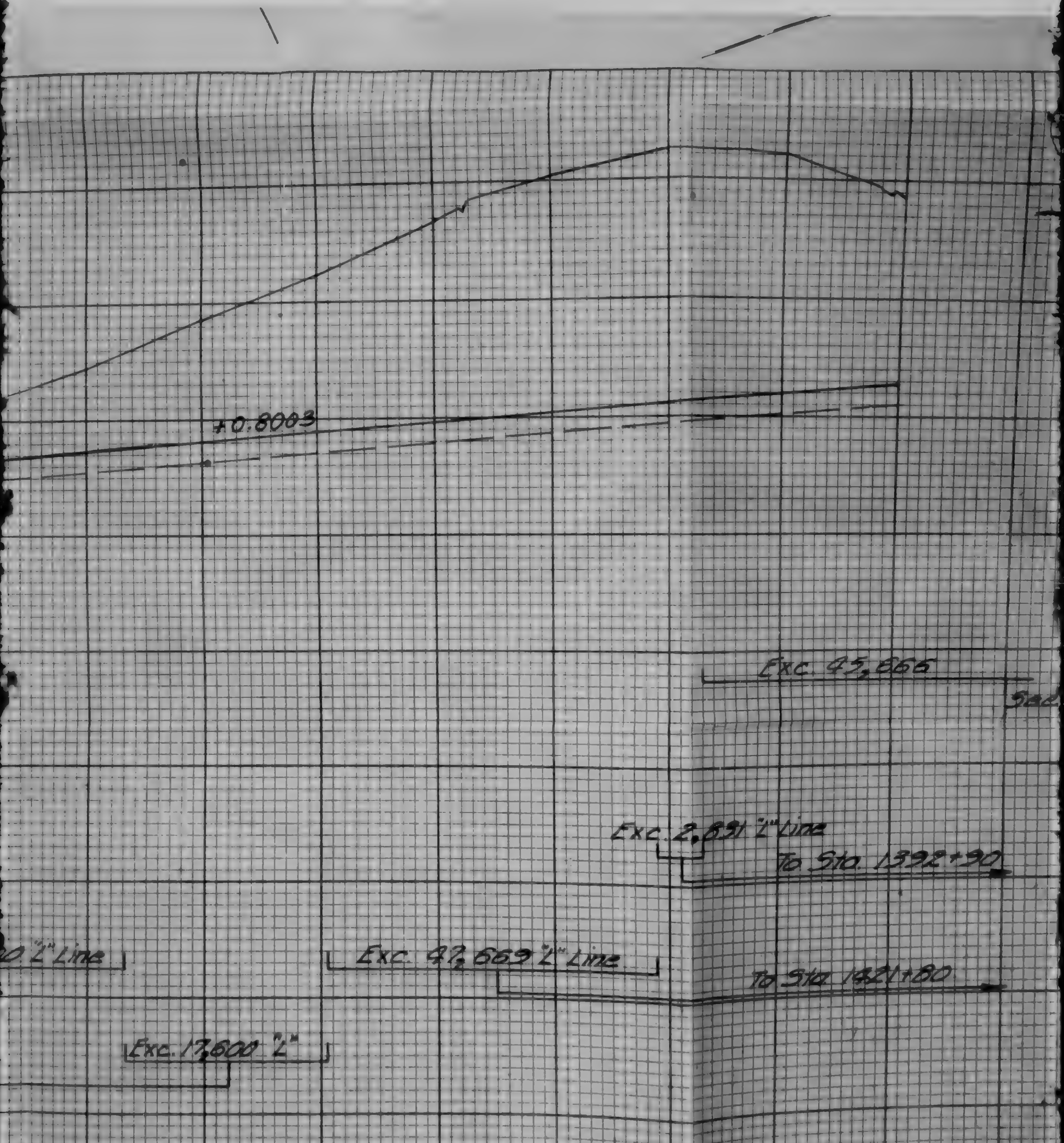
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

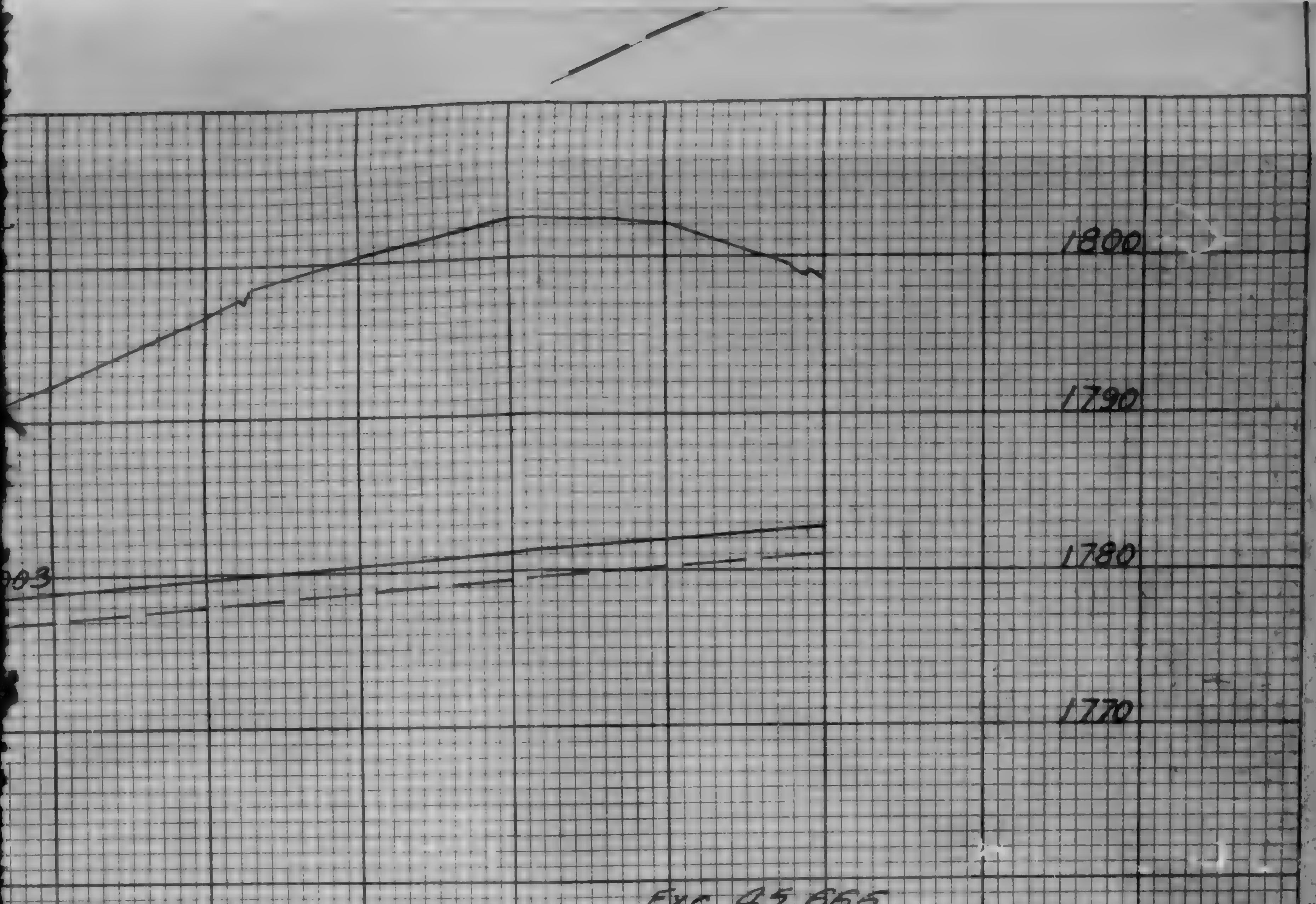

+2(
+2:
1770
+0.3
1760
1750
S.O.H. 46,800 Yd. Sta. L.O.H. 105 "C" Yd. Sta.
From Sta. 1351+95
Emb. 9362 "L" Line
From Sta. 1353+85
S.O.H. 67,000 Yd
Em

1360


Fin. Gr. 12' Rt. So. Bd. ℄ 1
20"
800 VC
100 El. 1767.59
,000 Yd. Sta.
Emb. 21,519 "L"
S.O.H. 95,000
Emb. 12,930 "L" Line
S.O.H. 105,600 Yd. Sta.
L.O.H. 475 "C" Yo
Emb. 16,611 "L" Line
1365
1370


+00
+50
I.
D
Bd.℄ 12' Lt. No. Bd.
Subgrade
Exc. 9414 "L" Line
Emb. 6997 "L" Line
Exc. 13,700 "L" Line
,000 Yd. Sta.
"C" Yd. Sta.
1375
1380


+0.8003
Exc. 45,666
Sed
Exc. 2,691 "L" Line
To Sta. 1392+90
0 "L" Line
Exc. 42,669 "L" Line
To Sta. 1421+80
Exc. 17,600 "L"
1385
1388


1800
1790
1780
1770
003
Exc. 45,666
See Sht. 5
Exc. 2,891 "L" Line
To Sta. 1392+90
Exc. 47,669 "L" Line
To Sta. 1421+80
1385
1388

RECEIVED
JAN 15 1964
FOR FILING

January 15, 1964

Pacific Concrete Company
P. O. Box 7648
Portland 20, Oregon

Attention: Mr. G. Robart Bussanich
Office Manager

Gentlemen:

This is in reply to your letter of January 8 concerning the status of C. R. O'Neil Contract No. 5991 for grading and structure on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

This job was completed on August 13, 1963, but has not yet been accepted by the Highway Commission.

The semi-final payment is $84,192.45, which reduces the retained percentage to $55,484.29. It is our understanding that the items which you are interested in are covered in this semi-final payment. Our Accounting Division advises that the semi-final warrant was mailed to the contractor on January 2, 1964.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

January 8, 1964

Oregon State Highway Department
Salem 10, Oregon

Re: Contract 5991
N. Ashland - S. Ashland Interchanges
of Pacific Highway - Jackson County

Gentlemen:

We are a subcontractor under C. R. O'Neil on the above job.

The last estimate we have received from O'Neil is for work performed through March 10, 1963.

We would very much appreciate knowing what the status of this job is. Has it been finaled out yet, and if so, what was the date of the final payment? If not finaled out, were there any payments made to O'Neil subsequent to March 10, 1963 for our portion of the work?

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich
G. Robert Bussanich
Office Manager

GRB:om

[illegible] please reply
F.L.

Est. #22, S.F. - $24,192.45
mailed Jan. 2, 1964

RECEIVED
JAN 9 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

#5991

Est - 18 3-10 - 4/10 No Pay
Est. #19 4/10 - 5/10-63 No Pay
Est. #20 5/10 - 6-10-63 No Pay - ~~PA 2 - [illegible] 72 tons [illegible]~~ ~~1406.85~~
Est #21 6/10 - 7-10-63 No Pay
Est #22 S.F. 7/10 - 8-13-63 Items

14.72 CY	Item 37	721.00
7,781 Lb	Item 38	1089.34 cr.
972.96 CY	Item 65	6810.72
91.0 L.F.	" 75	364.00
3.6 Sq.Yd.	" 76	28.80

Above Quantities were paid on Semi Final voucher dated 12-12-63 These figures are subject to Check -

Vouch. No. 15980 — 12/12/63
#84,192.45

mailed Jan. 2, 1964
(John Herr)

RECEIVED FORM 2101
JAN 6 1964
FOR FILING

PACIFIC POWER & LIGHT COMPANY
OFFICE CORRESPONDENCE

PLEASE REFER TO FILE N Cooper

SUBJECT:

Medford, Oregon
December 31, 1963

NOTED
R L PORTER

Glenn Jackson
Medford, Oregon

I have, before me, a transcript of the records of Jackson County in 1882 - when the viewers reported on survey of a road from the valley to Klamath somewhat on the line of the new Lake of the Woods highway.

> "To the Hon. the County Court of the County of Jackson, State of Oregon.
>
> "We the undersigned appointed by your Court at its August Session 1882. to view a County Road from Camp Stewart to intersect the Ashland and Pelican Bay Road, beg to say, that we have performed the trust imposed in us, to the best of our ability and hereby submit the following report; We find the pass over the Mountain via McCallister's Soda Springs to be low and natural one for a wagon road and when this route is adopted and opened, will be of great benefit to a traveling and transporting public. It will give a direct road to Fort Klamath; Linkville and the eastern Country at large and be of practical utility to a general public in common. We therefore recommend your honorable Court to order said route adopted according to the plat & report of the Surveyor. Very respectfully submitted on this 2nd day of September 1882."

Porter - for [illegible]

Also, this contains the course of the road, generally up Butte Creek - for a long ways on the upper end, probably around the divide - they say, "On and near the R. R. survey of 1870."

I read in Ashland Tidings of January 1881 that the railroad engineers, surveying this way from Grants Pass, were undecided whether to take the Butte Creek route out of the valley or up Bear Creek over the Siskiyous, and it was not until late April of 1881 that they chose the Ashland route.

S M Bullis
S. M. BULLIS

SMB:gcw

Camp Stewart was near Central Point

RECEIVED
DEC 20 1963

FOR FILING

5991

December 20, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #5991 for grading-structure on the N. Ashland Interchange-S. Ashland Interchange Section of Pacific Highway in Jackson County, will be released to the contractor, C. R. O'Neil on or after January 2, 1964.

This payment of $84,192.45 reduces the retained percentage to $55,484.29.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

cc: C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I-5-1(35)12

For Week Ending November 29, 1963

Section N. Ashland Inter - S. Ashland Inter

Kind of work Grading and Structure

Highway Pacific County Jackson

Section prefix 615-1090

Contractor C. R. O'Neil

Contract number 5991

Date of contract October 20, 1961

Specified work days 180

Date work started November 2, 1961

Work days used 185

Project authorization $2,142,003.94

Exclusive of engineering $1,989,683.28

Per cent of time elapsed 102.8 %

Estimated cost of completed project, exclusive of engineering $1,922,541.84

Estimated per cent XXXXXX or underrun 3.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $152,320.28

Engineering cost to date $157,685.70, 103.5 %

Date project was completed August 13, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted November 30, 1963. This will be the last Weekly Report submitted by this office.

NOTED
JOHN R. OAKES

[illegible] DIV.
DEC 2 1963

Signed

Address P. O. Box 646, Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7137	2.69		1.67	1.02
Miles partially completed					
Miles completed	7.37	2.69		1.67	1.02
Total estimated quantities (contract)	2,217,000	34,400		1,200	3,200
Total quantities corrected to date	2,049,003	38,900		1,048	3,427
Estimated quantities moved or placed to date	2,049,003	38,900		1,048	3,427
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 2 6 1963

FOR FILING

5991

November 22, 1963

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 22, 1963, discussed with the Engineer your request for an extension of time on contract #5991. You requested 5 additional workdays within which to complete the grading-structure on the N. Ashland Interchange-S. Ashland Interchange Section on Pacific Highway in Jackson County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 5 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
Bill E. Brown
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
NOV 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Cement in PCC Pavement (P.A. 5)
N. Ashland-S. Ashland Section
Pacific Highway
Project I-5-1(44)12

Dear Sir:

Our standard specifications for PCC pavement require 5.8 sacks of cement per cubic yard of mix and a cement adjustment at the contractor's cost of cement if the actual amount is used either over or under this amount. Due to our experience with Bear Creek aggregates on the Seven Oaks-Jackson Street and 12th Street-North Ashland paving projects, it was deemed advisable to increase the amount of cement to a minimum of 6.8 sacks per yard on this project.

The job mix for this project has been changed several times, and has varied from 6.7 to 7.2 sacks. The 28-day strengths have varied from 3110 to 6005 psi. This wide variation has, as yet, not been satisfactorily explained, but it shows the need for a high factor of safety on the average 28-day strength to assure that the minimum 3300 psi is attained.

Your approval of the Price Agreement for the cement adjustment is recommended.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHR:fp
cc Lloyd Shaw
L. H. Young

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1963

FOR FILING

[illegible]

[illegible]

October 11, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 20, 1963 Meeting

Gentlemen:

We have received a request for an extension of time from C. R. O'Neil, contractor on the North Ashland-South Ashland grading project, Contract no. 5991, on the Pacific Highway in Jackson County. The contractor requests a five-day extension which would increase the allowed time from 180 workdays to 185 days.

The reasons cited by the contractor to justify the requested increase are an overrun in the amount of topsoil placed on the project, the additional underdrain pipe required on the project, and the time required to clean up and repair damage done by a severe rainstorm on December 2, 1962. Our records show that considerably more time than the requested five days was required to do this extra work, and that the request is reasonable.

The project was completed on August 13, 1963, after 185 workdays were charged, so the requested five-day extension will eliminate liquidated damage charges on the project. The Bureau of Public Roads has approved this procedure. We recommend that the extension be granted as requested.

This matter will be presented to you at the November 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm

CHB.bjm bbc

FORM CD-121 ([illegible])
(PRES. BY A.O. [illegible]-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Shaw

DATE: October 1, 1963

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DB

SUBJECT: Time Extension - Oregon Project I-5-1(35)12
No. Ashland - So. Ashland Section, Pacific Highway

We concur in a five-day extension of the contract time for the subject contract, due to the reasons set forth in your letter dated September 26, 1963.

NOTED
LLOYD P. SHAW

RECEIVED
[illegible]

September 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
North Ashland-South Ashland
Section
Pacific Highway
Project No. 1-5-1(35)12

Dear Sir:

We have received from C. R. O'Neil, contractor on this grading and structure project, a request for a five-day time extension. This request is based on the three following reasons which are given as justification for the increase:

The first is the large overrun in the amount of topsoil required on the project. The bid item was for 16,000 cubic yards, but due to the fact that a large amount of decomposed granite and sandstone was encountered where we expected to find deep topsoil, it was necessary to increase the amount of needed topsoil by 27,000 cubic yards, or 165 per cent. The rate of production while placing topsoil was about 5,000 cubic yards per shift, so this increase could justify an increase of five workdays.

The second reason given by the contractor was the large overrun of perforated pipe. The plans called for only 640 linear feet, but a total of 12,189 linear feet was required. This heavy overrun was necessary to control the irrigation waste water in the area. While it is impossible to determine accurately the extra time involved in placing this pipe, it is true that a considerable amount of time was lost when the water was encountered, and the grading equipment had to be moved to another work area.

The third reason was the severe rainstorm of December 2, 1962, when about five inches of rain fell on the project in one afternoon. The repair of the damage and general cleanup required about three or four days on Force Account.

We can easily justify the five days requested and recommend that the time extension be granted. The project was completed on August 13, 1963, after using 185 workdays. The original workday allowance was 180, so the five-day extension will eliminate liquidated damages on the project.

This matter has been discussed with Mr. Mills, of your office, and your concurrence in this extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. M. Young
C. H. Maison

CHB:bjm: ajw

FORM E-30 80M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1963

SUBJECT: Extension of Time
No. Ashland-So. Ashland Section
Pacific Highway
Contract No. 5991

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from C. R. O'Neil, contractor on this project, for an extension of time in the amount of 5 workdays. The contractor's request is based on 3 items.

The first is the large overrun in the amount of topsoil required on the project. The bid item was for 16,000 cubic yards, but due to the fact that a large amount of decomposed granite and sandstone was encountered where we expected to find deep topsoil, it was necessary to increase the amount of needed topsoil by 27,000 cubic yards, or 165%. The rate of production while placing topsoil was about 5,000 cubic yards per shift, so this increase could justify an increase of 5 workdays.

The second reason given by the contractor was the large overrun of perforated pipe. The plans called for only 640 lin. ft., but a total of 12,189 lin. ft. was required. This heavy overrun was necessary to control the irrigation waste water in the area. While it is impossible to determine accurately the extra time involved in placing this pipe, it is true that a considerable amount of time was lost when the water was encountered, and the grading equipment had to be moved to another work area.

The third reason was the severe rainstorm of December 2, 1962, when about 5 inches of rain fell on the project in one afternoon. The repair of the damage and general cleanup required about 3 or 4 days on Force Account.

We can easily justify the 5 days requested and recommend that the time extension be granted. The project was completed on August 13, 1963, after using 185 workdays. The original workday allowance was 180 workdays, so the 5 day extension will eliminate liquidated damages on the project.

This matter has been discussed with the BPR's Area Engineer, who concurs in the grant of the extension. Rough drafts to the BPR and the Commission are attached.

F. D. Morgan
Construction Engineer
By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:bjm
Attachments

cc: L. H. Young

OTED
OYD P. SHAW

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

#1

Oregon State Highway Commission
Salem, Oregon

Date August 20, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 185 days, within which to complete our Contract No. 5991, without the assessment of liquidated damages. The said contract is described as follows:

Grading & Structures on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway, Jackson County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1 - Overrun of Placing Topsoil

2 - Overrun of Drainage Pipe & Drainage Excavation.

3 - Extra work caused by storm damage.

Please refer to my letter dated March 12, 1962 and February 14, 1963.

Respectfully submitted,

C. R. O'Neil
Contractor

By C R O'Neil

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 22, 1963 for 5 workdays
Floyd Query
Secretary

CONSENT OF SURETY

Date August 23, 1963

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Walter Hart
Attorney-in-fact

WELLS-REED-WOOD-WEST Co.
BY: Walter Hart
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5991 Contractor C. R. O'Neil

Highway Pacific

Section N. Ashland Interchange-S. Ashland Interchange

Kind of Work Grading & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend grant of time extension as requested for reasons given by contractor.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No: 5991

Project designation FA I-5-1(35)12
State-Federal

Date awarded XXXX 10-20-61

Work started 11-2-61

Per cent completed 100 - 8-13-63
Date

No. of Workdays Allowed 180

No. of Workdays Used 185

No. of Added Workdays Requested XXX 5

RECEIVED
SEP 9 1963
FOR FILING

Salem, Oregon
September 6, 1963

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on August 13, 1963, on Contract No. 5991, N. Ashland Interchange-S. Ashland Interchange Section, in Jackson County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________

Conditions noted on above date:

Construction Engineer

RECEIVED
AUG 2 0 1963

FOR FILING

August 21, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed August 13, 1963 on the N. Ashland Interchange-S. Ashland Interchange Section in Jackson County, State Highway Contract No. 5991.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

[redacted]

cc: C. H. Maison

RECEIVED
AUG 20 1963
FOR FILING

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 1[illegible], 1963, on Contract No. 5991, N. Ashland Interchange-S. Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(35)12.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DHF:
cc: H. S. Cox

RECEIVED
JUN 10 1963

FOR FILING

5-5-1(55)12

5991

Salem, Oregon
May 31, 1963

Mr. T. W. Litchfield
Utilities Liaison Engineer
Construction Division
BUILDING

Herewith a proposed bargain and sale deed from the Southern Pacific Company covering the Mistletoe situation. Please have this proposal examined as to description and legal sufficiency and return to me for further handling. Effort should be made to get this matter to the Commission at the June 10 meeting.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
~~C. E. NEAL~~
~~ASST. ENGINEER MAINTENANCE OF~~
~~WAY AND STRUCTURES~~

May 29, 1963

912512/323
0-SH-59-25

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of March 27, in connection with the property exchange incident to the Mistletoe Underpass.

We have had prepared, and are arranging for execution on behalf of Southern Pacific Company, the bargain and sale deed in which the State of Oregon is the Grantee.

We are returning herewith one reproduction of the proposed bargain and sale deed in which Southern Pacific Company is the Grantee and by which it will acquire title to the right of way on which the railroad is now located. Direct your attention to some minor changes made in red on the second page. We asked our attorneys to review this proposed deed and they felt that the language which we have crossed out in red left room for a misunderstanding that the State was reserving access from the highway to the relocated railroad right of way. The red deletion appears to dispel any such misunderstanding, and if you agree, we would suggest that the deed now be re-drafted in final form for execution on behalf of the State.

Very truly yours,

Attach.

RECEIVED
MAY 23 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 22, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Proposed Pipe Line Permit
City of Ashland
Interstate Highway #5
Project No. I-5-1(35)12

Dear Sir:

Enclosed please find three identical copies of a pipe line permit this office proposes to issue to the City of Ashland to cover eight crossings of the Pacific Highway (Interstate #5) and two connecting leg crossings near the City of Ashland.

As we have previously discussed with Mr. Mills of your office, on or about April 4, 1962, this installation appears to conform with the AASHO policy on utilities in all respects.

If the permit as prepared meets with your approval, will you please so indicate on the "permit office copy" and return same for further processing. The two conformed copies of the permit are intended for your files.

Very truly yours,

G. W. Ross
Director of Permits

By

ORIGINAL SIGNED BY J. L. HUFFMAN

J. L. Huffman
Asst. Utilities Permit Engineer

Encl.
JLH:mg

cc: Mr. Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 22 1963
[illegible]
STATE [illegible]

RECEIVED
FEB 27 1963

FOR FILING

6791

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1963

SUBJECT: Assignment No. 208-RLP
Claim of J. P. Clark and
R. E. VanVleet

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

18

Reference is made to the above-mentioned assignment which is a claim of Mr. J. P. Clark and Mr. R. E. VanVleet against the State Highway Department for encroachment on property owned by Mr. Clark.

Please be advised that the encroachment has been studied and involves the construction of an inlet to the culvert which carries irrigation water across the freeway. Description for either purchase or easement of an area involved in this work has been sent to the field for handling. No report has been received as yet as to contact with Mr. Clark nor whether we will, of necessity, purchase or arrive at a satisfactory easement solution.

It is anticipated that the Right of Way Department will notify us of the solution of this problem.

F. D. Morgan
F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc Lloyd Shaw
W. T. Wright
L. R. Chandler

Earl Saling advises R/W div. is
working on this in field.
Should be settled soon
Shaw 2-26-63

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
JAN 9 1963

FOR FILING

5991

January 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the repair of damage by the storm of December 2 on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

This work is necessary to repair damage to the highway and to clean up after the storm of December 2, 1962. This was a major storm and beyond the ability of the contractor to control.

The work has been verbally recommended for approval by the BPR Assistant Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
JAN 0 1963
FOR FILING

I-5-1(3) 1.

5771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1962

SUBJECT: Complaint of J.P. Clark & R.E. Van Vleet
North Ashland Inter.-South Ashland Inter.
Assignment No. 27-M

To: F. D. Morgan
Construction Engineer
Salem, Oregon

In regard to the complaint of J.P. Clark and R.E. Van Vleet on the North Ashland Interchange-South Ashland Interchange, I am submitting a letter and sketch map from Bill E. Brown, Resident Engineer, explaining the conditions surrounding this subject complaint. As stated in the complaint from W. N. Briggs, Attorney at Law, we have trespassed on the Clark property to construct an "end basin" (basin to be 4'2" x 4', about 4' deep) for a 24" siphon.

As shown on the sketch map, the end basin is to be constructed outside our right of way on the Clark property. Since this siphon is a part of the irrigation ditch servicing four different property owners of which Mr. Clark is one, it was assumed (right or wrong) that the end basin for maintenance purposes should be placed outside the access control fence which is the right of way line.

If Mr. Clark still objects to this location of the end basin, we have two possible solutions. One is to purchase the small triangular section of land which we are trespassing on or construct the end basin on the right of way and lead the water into the end basin as shown on the attached sketch map.

John Quiner II
John Quiner II
Ass't. Division Engineer

JQII:lf
Attach.
cc: R. L. Porter

NOTED
R. L PORTER

RECEIVED
DEC 24 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-30X—50M—5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1962

SUBJECT: **Complaint of Mr. J. P. Clark and**
Mr. R. E. Van Vleet
Medford Area

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached hereto is a copy of a letter addressed to the State Highway Commission from Mr. W. M. Briggs, Attorney at Law, Pioneer Building, Ashland, requesting that someone from the Highway Department contact his office regarding trespass on the property of Mr. J. P. Clark and Mr. R. E. Van Vleet.

Will you please assign someone to follow through on this assignment as expeditiously as possible. A report should be back through this office by December 18.

F D Morgan
F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

FDM:fp

Enc.

cc R. L. Porter

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CEIVED
DEC 7 1962
FOR FILING

I-5 1(35)12

5911

December 7, 1962

Mr. Gerald J. Scannell, Jr.
Attorney at Law
Pioneer Building
Ashland, Oregon

Dear Mr. Scannell:

This is to acknowledge receipt of your letter of November 27 pertaining to a claim of Mr. J. P. Clark and Mr. R. E. Van Vleet against the State Highway Department.

I am unable to make any specific comment to your letter as yet but the problem is being thoroughly investigated and as soon as all facts are gathered, someone from this Department will contact you. I am sure that this will take only a short time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

Assign 208 - Morgan

RE

WM. M. BRIGGS
ATTORNEY AT LAW
PIONEER BUILDING
ASHLAND, OREGON

GERALD J. SCANNELL, JR.
ASSOCIATE

November 27, 1962

Glenn L. Jackson, Chairman
State Highway Commission
117 Greenway Circle
Medford, Oregon

REFERRED TO
Forrest Cooper

Kenneth N. Fridley
Wasco, Oregon

David B. Simpson
711 S.W. Alder
Portland, Oregon

Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Gentlemen:

This office represents Mr. J. P. Clark and Mr. R. E. Van Vleet in their claim against the Highway Department, State of Oregon, for trespass on their property during the recent building of Highway No. 5.

Be advised that the Highway Commission cut the right of way fence along the part that they had already condemned and dug on the property of Mr. Clark and Mr. Van Vleet an approximately 15 foot by 20 foot hole, which is approximately 15 feet deep and are apparently diverting an irrigation ditch into this hole and under the highway. This property is at the end of the Clark-Van Vleet property and to our mind was a completely unconscionable act in view of the fact that they had already condemned a good portion of the Clark-Van Vleet property, and that probably if they had wanted some of this property, they would have been able to negotiate with Mr. Clark and Mr. Van Vleet for whatever property they needed in addition to the property already condemned.

They cut the fence and moved it in right angles to the existing fence line in order to dig this hole and put in this sump hole. It is inconceivable to Mr. Clark and Mr. Van Vleet that this should be done in view of the fact that if they had gone another forty or fifty feet they would have been on the right of way itself and this would have kept the ditch in the old line which is already existing.

Please advise what steps can be taken to rectify this injustice so that it will not be necessary to institute suit.

Porter

Looking forward to hearing from you or your representatives.

Very truly yours,

G J Scannell

GERALD J. SCANNELL, JR.

GJS/fd

cc. J. P. Clark
R. E. Van Vleet

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962
FOR FILING

377 Cottage St. N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer   November 2[illegible], 1962
Salem, Oregon

08-35.5   A. E. [illegible], Division Engineer   By: [illegible]
Salem, Oregon   Admin. [illegible]

Oregon Project I-5-1(35)12
S. Ashland Interchange-N. Ashland Interchange Section
Pacific Power & Light Co. Billing No. [illegible]

Audit of the above billing, in the amount of $[illegible],679.13, has been completed. No exceptions were taken. Federal participation is eligible when the claim is properly presented on a PR-20 voucher.

The audit of this billing was made prior to submission of the claim in conjunction with the audit of other billings at the company's office in Medford, Oregon.

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
11-30-62

NOTED
R. L. PORTER

RECEIVED
NOV 20 1962
FOR FILING

November 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the installation of 8-inch perforated metal drain pipe on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

This work is necessary to drain springs encountered in cuts. This construction is very difficult and blasting will be necessary. The contractor would not do the work at contract bid prices. His quoted price was $7.00 per foot which is too high, so the work will be done by force account.

This work was verbally approved by the BPR District Engineer November 2, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
NOV 20 1962

FOR FILING

November 19, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the installation of 15-inch corrugated metal pipe on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

This work was originally planned to be done on the structure contract, but due to difficult construction with heavy ripping or blasting it was decided to purchase the pipe from the structure contractor and have the grading contractor install it. The grading contractor has the necessary equipment to do this work.

This work was verbally approved by the BPR District Engineer November 8, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FORM E-133X 100M 4-62
16 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

T

4991

November 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Utility Adjustment
Pacific Power & Light Company
N. Ashland Intchg.-S. Ashland Intchg. Section
Pacific Highway - Jackson County
Project No. I-5-1(35)12

Dear Mr. Parsons:

We refer to your letter of November 7, 1962, in regard to your Area Engineer's field inspection in which he indicates that one of the poles between Stations 214 and 219 (utility company pole E-1174) and the anchors may be located on public road right of way.

According to our original field ties made for the South Ashland-Wall Creek Section this pole (No. E-1174) was located 85-feet westerly from and opposite Station 218+40. This placed the pole approximately 11-feet outside the original right of way. It was located on this private property under the terms of a written easement to California-Oregon Power Company, recorded June 28, 1960, in Volume 291, Page 433 of the Jackson County Deed Records.

Therefore, it is the opinion of the State that the statement in the letter to the utility company dated 10-6-61 is correct. It should be noted that the original letter to the utility company was dated 10-6-61 (not 11-6-61) and that a correction letter was sent on 12-6-61. In each letter, however, this conflict was stated to lie on private property.

This adjustment has now been made by the Pacific Power and Light Company, and there is no way of now determining in the field where pole No. E-1174 was actually located.

The State will submit a claim for reimbursement for this work at the appropriate time.

Very truly yours,
F. D. Morgan
Construction Engineer
By
ORIGINAL SIGNED BY
T. W. Litchfield T. W. LITCHFIELD
Utilities Liaison Engineer

NOTED
R. L. PORTER

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FWS:bjh
cc: R. L. Porter
L. H. Young
G. H. Maison
L. I. Lindas

RECEIVED
NOV 9 1962
FOR FILING

FORM E-30X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1962

SUBJECT: **Perforated Pipe Overrun**
N. Ashland-S. Ashland Section
Pacific Highway
Contract No. 5991, Project I-5-1(35)12

To: **MEMO TO THE FILES**

On this project, it has been noted that a major overrun will be experienced in the installation of perforated metal drain pipe. The bid quantity on this item was 640 lin. ft.;to date there has been a total of 5900 lin. ft. installed, and an additional 3200 lin. ft. are needed. This is an overrun of more than 1400%.

The area through which this job is being constructed is mostly decomposed granite with "dikes" of snadstone. The decomposed granite allows almost free flow of water, but the sandstone acts as barriers to this flow. The whole country is irrigated, and the ground water supply is generally as high in summer as in winter.

The unanticipated water encountered on the project has been discussed with the Area Engineer for the Bureau of Public Roads, and most, if not all, the installations have been approved by him in the field. However, no documentation of the overrun has been made.

The contract bid price for this item was $2.10. The average unit price for 1961 was $2.43. The contractor has stated that he will place all the needed pipe at the bid price even though he says he only breaks even on it. He will also do the excavation for the already placed 5900 feet of pipe at his bid price of $2.00. This compares to the 1961 average of $2.58.

However, due to the fact that the proposed additional 3200 feet of pipe is in a cut section, and will be placed about 6-feet below subgrade, the contractor wanted $7.00 for the required excavation. Numerous sandstone "dikes" in the area will require shooting. This price could not be justified by our Cost Analyst, and an Order for Extra Work was suggested.

This matter was discussed with Mr. Mills of the Bureau of Public Roads on November 2, and with Mills, Martin and Backlund on November 5. Authority to proceed with the excavation on a Force Account basis was given effective November 5.

NOTED
R.L. PORTER

The matter of documentation of the overrun was also discussed. Mr. Backlund, the Administrative Manager for the Bureau of Public Roads, stated that it is not necessary, from the Bureau of Public Roads point of view, to document the quantity overrun with a Price Agreement, but that it is necessary to completely explain the situation in the statement of overruns and underruns which is submitted with the semi-final estimates. At the present time, it is not anticipated that the total project will overrun the original project authorization.

C. H. Baker
Assistant Field Construction Engineer

CHB:bjh

cc: R. L. Porter
L. H. Young
A. W. Parsons
L. R. Chandler (2)

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street, N.E.
Salem, Oregon

5941

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 7, 1962

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway, Jackson County
Utility Adjustment-Pacific Power & Light Company

The agreement between the State and the utility company for this adjustment was approved by the Bureau on 3-19-62 with authorization to proceed as of the same date.

According to your letter to the utility company dated 11-6-61, the facilities requiring adjustment between Station 214 and Station 219 were located on private property. A field inspection by our area engineer has disclosed that one of the poles between Stations 214 and 219 (utility company pole number E-1174) and the anchors may be located just inside of the existing highway right-of-way, and accordingly the cost of adjustment would not be eligible for Federal participation.

To date, no claim has been made by the State for the costs of this adjustment. Please make a determination as to the State's legal obligation to reimburse the company for the above mentioned adjustments prior to submission of your claim for reimbursement, in accordance with para. 3a(2) of PPM 30-4.

Original To Morgan
11-9-62

RECEIVED
NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1962
FOR FIL

5991

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering clay seal in an irrigation ditch on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

The T.I.D. irrigation canal at the South Interchange was relocated through material which required blasting, resulting in a loss of water through fractures. The ditch will be relocated on a future contract and a permanent lining is impractical.

It is proposed to seal the fractures with clay material to save water until such time as the permanent relocation is made.

This work has been verbally approved by the BPR District and Area Engineers and the Field authorized to proceed September 14, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By I.A.H.

L. M. Young
Office Engineer

Enc.

RECEIVED
1962
FOR FILING

5991 —

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 31, 1962

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

File

Attention: Mr. Bob Gilsdorf

Gentlemen:

This is in reply to your letter of August 17, addressed to Mr. Ed Rief, State Highway Department, Portland, requesting information on several state highway contracts. We are listing a description of these contracts as follows:

1. Contract No. 5565 with Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., for structures, grading and oiling on the Willamette River & Judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Surety - The Aetna Casualty & Surety Company,300 Yeon Bldg., Portland 4, Oregon. Completed - December 14, 1961; accepted January 19, 1962.

2. Contract No. 6052 with Birkemeier Construction Co., 14511 S. E. River Road, Milwaukie, for N. E. 122nd Avenue Structure, grading and paving of Sandy Blvd. and UPRR Overcrossings in City of Portland, Multnomah County. Surety - United Pacific Insurance Company, through the agent, Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. Contract not yet completed.

3. Contract No. 5714 with Peter Kiewit Sons' Co., 711 E. Main, Medford, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Surety - The Aetna Casualty & Surety Company, 300 Yeon Bldg., Portland 4. Completed July 18, 1962,but not yet accepted by the Highway Commission.

4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

RECEIVED
1962
FOR FILING

5991 —

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 31, 1962

File

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bob Gilsdorf

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4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

5. Contract No. 5991 with C. R. O'Neil, Rt. 2, Box 95, Creswell, for grading and structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Surety - Great American Insurance Company, through the agent, Wells-Reed Insurance, 412 Failing Bldg., Portland 4. Contract not yet completed.

6. Contract No. 5829 with Vernie Jarl, P. O. Box 507, Gresham, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. Surety - General Insurance Company of America, through the agent, Dooly & Co., Board of Trade Bldg., Portland 4. Contract not yet completed.

You state in your letter that you have delivered material to the Foress Company, Corvallis, in connection with the above jobs, and have experienced difficulty in obtaining payment. You are no doubt aware that the sureties on the various contracts furnished the performance bonds, which were given to assure completion of the contracts and payment of all bills incurred in them.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. For your information, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc:
Mr. Ed Rief
Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

RECEIVED
SEP 6 1962
FOR FILING

[illegible]

6991

August 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending two copies of revised rights of way plans sheet No. 9, for the N. Ashland Interchange-S. Ashland Interchange Section, Project No. I-5-1(26)12.

We request that one copy be returned approved for our files if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:jb

RECEIVED
4 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

August 29, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway - State Force Order #6
for seeding, fertilizing and mulching
Contract No. 5991, Estimated Cost $23,200
F.A. Participation $20,880.00

Reference is made to your letter dated August 23, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.

Reimbursement will be made on an actual cost basis.

Attach.

Original To Young
with attachment

8-31-62

NOTED
R. L. PORTER

RECEIVED
UG 24 1962
FOR FILING

[illegible]

August 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $23,200, with Federal participation of $20,880. This was an anticipated item of the contract and funds were included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 22 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland-S. Ashland Section
Pacific Highway

Reference is made to your letter of August 17, 1962 requesting our approval of a modification of abrasion specifications for riprap proposed for use on the subject project.

Your letter states that about 4,000 of the 9,000 cubic yards of sandstone material proposed for use satisfactorily meets the present specification requiring not more than 35% loss by abrasion and that this material will be placed as an outside blanket over the remainder of the material, which has an abrasion loss of up to 76%.

It is our opinion that the material placed as proposed will be satisfactory for the intended purpose and inasmuch as the contractor is agreeable to accepting a reduction in the unit price thereof, our approval is hereby granted for your requested modification of the specifications.

Approved Price Agreement No. 9 is attached hereto.

Attachment

Originals To Closing
[illegible]

Form A-169—5M

APPROVED
Contingent upon modification of
project agreement if additional
funds are required.
AUG 20 1962 M E Martin
Title Dist. Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name N. Ashland Inter.-S. Ashland Inter.
Date July 27 1962
Highway Pacific
Contract No. 5991
County Jackson
Prefix 615-1090
Contractor C. R. O'Neil
F. A. Project No. I-5-1(35)12
Address Creswell, Oregon
Price Agreement No. 9

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Place loose riprap in Bear Creek and Clayton Creek channel changes.

Locations by station numbers:

1530 to 1700

Names of pay items, estimated quantities and agreed prices:

Substitute Loose Riprap — 9,000 Cu.Yds. at $2.00 - $18,000.00

This is a reduction of $0.25 per yard under contract bid prices.

Specifications, basis of measurement and other provisions:

Standard Specifications to apply, except percentage of wear as indicated by Los Angeles Rattler test shall not exceed 76. Sizing shall be the same as specified in the Special Provisions for this work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,142,003.94	
Present estimate of project cost, including $18,000 for work under this order	$2,115,948.74	
Expected under-run ~~XXXXXXX~~ (amount)	$26,055.20	
Expected under-run ~~XXXXXX~~ (per cent)	1.2	

Submitted by: /s/ B. E. Brown
Resident Engineer

Signed /s/ C. R. O'Neil
Contractor

Approval Recommended: /s/ J. F. Putnam, Asst.
Division Engineer

Approval Recommended: /s/ F. B. Klaboe
Asst. Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young
~~XXXXXXXXXXXXXXXXXXXXXX~~
Office Engineer.

State Printing

RECEIVED
AUG 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORM E-123X 100M

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1(35)12

4991

August 17, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Change in Riprap Specifications
No. Ashland-So. Ashland Section
Pacific Highway
Project No. I-5-1(35)12

Dear Mr. Parsons:

The project plans for this contract call for riprap to be placed in the channel changes of Bear Creek and Clayton Creek. The Special Provisions for the project do not specify a source for the required 9,000 cubic yards.

There are approximately 10,000 cubic yards of excess material in the roadway cut at Station 1500. The material is sandstone, and an estimated 4,000 cubic yards of this material will pass the present specification requiring not over 35% loss by abrasion.

The contractor proposes to utilize this material for riprap, and will reduce his price on the entire 9,000 cubic yards by $0.25 per cubic yard if he is allowed to do so. Laboratory tests on the material other than the 4,000 cubic yards mentioned above show that the abrasion loss runs to a maximum 76%. However, the material is all entirely satisfactory for the purpose intended.

We propose to allow the contractor to use this material and have submitted Price Agreement #9 to document this work. We propose to use the harder material in the exterior portions of the riprap blanket.

Your concurrence in this specification change is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By R. B. Klaboe
R. B. Klaboe
Assistant Construction Engineer

CHB:bjh
cc: R. L. Porter ✓
L. H. Young
L. R. Chandler

RECEIVED
AUG 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
AUG 17 1962

FORM E-20X—20M—11-61—40231

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
August 15, 1962

SUBJECT: Construction Speed Zone
Pacific Highway

Agenda Item: 3c(5)

To:

MEMO TO FILE

The State Highway Commission at its meeting of August 9 established the following temporary construction speed zone:

25 MPH ... on the South Ashland Interchange Section of the Pacific Highway in Jackson County, between M.P. 306.15 and 307.30, effective 8 a.m., PST, July 18, 1962.

O. G. Johnson
F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards ✓
L. R. Chandler
R. L. Lammert
G. L. Clark

[illegible]

RECEIVED
AUG 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
27 1962
FOR FILING
5991

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 24, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Pole Line Permit
Pacific Northwest Bell Telephone Co.
South Ashland Interchange
Project I-5-1(35)12

Dear Sir:

Attached hereto are three identical copies of a permit we propose to issue to Pacific Northwest Bell Telephone Co., covering a telephone pole line installation on the subject project.

We have previously discussed this permit with Mr. Martin of your office, and at his request had revisions made in the installation, which places all poles outside the access control lines.

If the permit as now prepared meets with your approval, will you please so indicate on the executed copy of the permit, and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By
Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

Encls.

RPH:mg

cc: Mr. Tom Edwards

RECEIVED
JUL 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 23 1962
FOR FILING
[illegible]
5991

July 20, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 25-mile-per-hour construction speed zone on the Pacific Highway between M. P. 306.15 and M. P. 307.30 in Jackson County.

This restriction was placed in effect 8:00 a.m., July 18, and is necessary because of detour construction and equipment working in traveled way at the South Ashland Interchange.

This matter will be on the Highway Commission meeting agenda for August 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

pk hlb

RECEIVED
JUL 2 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1962

SUBJECT: Warren (R/W File 31173)
Irrigation Facilities
N. Ashland-S. Ashland Section
Pacific Highway
Jackson County

To:
Mr. L. I. Lindas
Chief Counsel
BUILDING

In the condemnation of this right of way, it was agreed that the State would construct an irrigation ditch parallel to the right of way line which would replace the existing irrigation facilities. After the settlement, the property owner chose to construct his own ditch because he said he could do it to suit himself better than the State could.

The material in which the ditch was constructed is decomposed granite. Due to the grade line on which the new ditch was constructed, this material is washing rather badly, and this erosion is making the facility almost inoperable. The owner had little choice of grade lines, since it was necessary to follow the right of way line.

The owner has approached the State's resident engineer with a proposal to install concrete turnouts which would act as check dams which would slow the water and considerably decrease or eliminate the erosion problem. The owner's proposal was that the State furnish the turnouts (12 at $8 each) and that the owner place them.

This matter was discussed in the field with Mr. Anderson of your office, who was, at that time, unwilling to commit himself on a legal decision on this matter.

Please give us your opinion on this matter as to whether these turnouts should be furnished by the State.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
JUN 29 1962

CHB:fp
Enc.
cc R. L. Porter
W. T. Wright
L. R. Chandler

NOTED

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
June 15, 1962

SUBJECT: Additional Irrigation Requests
Warren Property File 31173
N. Ashland Inter - S. Ashland Inter
Contract 5991

To:
Mr. L. R. Chandler
Division Engineer
Roseburg

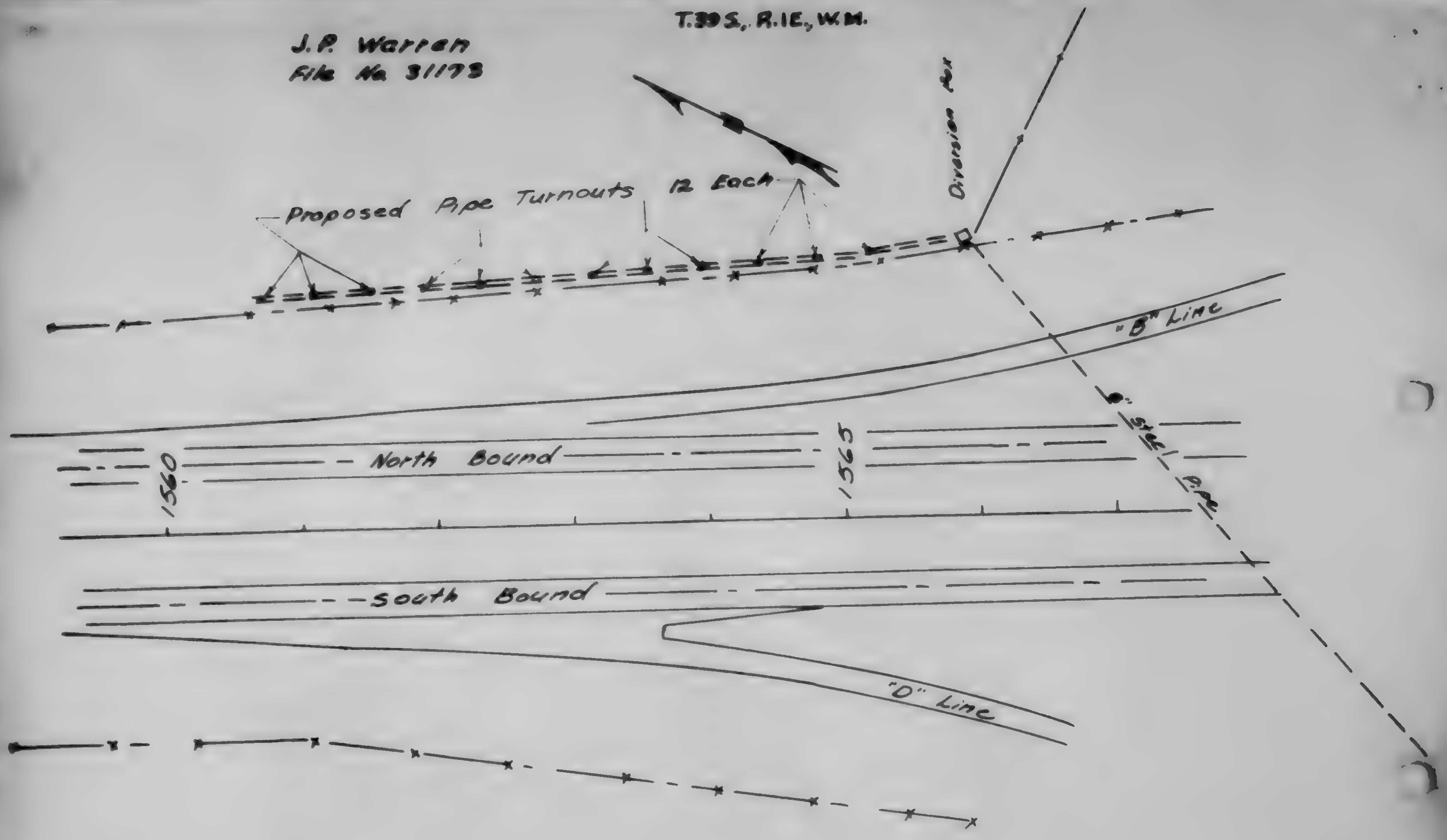
Mr. John Warren, file 31173, has requested that we install some turnouts in the irrigation ditch constructed on his property.

As a part of the condemnation suit we were to construct a ditch adjacent to our fence for Mr. Warren (see sketch). When I contacted Mr. Warren about this ditch, after the condemnation proceeding, he advised me that he wanted to dig it himself as he was afraid we would dig it too deep and it would wash. He has since dug this ditch but due to the nature of the material, decomposed granite, it is washing rather badly. He feels the Highway Commission has some responsibility in this as during the court case I assured him the ditch we proposed to construct would be adequate.

He feels the only way to relieve the washing is to install pipe turnouts every so often to act as check dams. Mr. Warren has indicated that if the Highway Department will furnish approximately 12 of these turnouts he will install them. These turnouts cost $8.00 apiece.

I am enclosing a sketch of the turnouts requested.

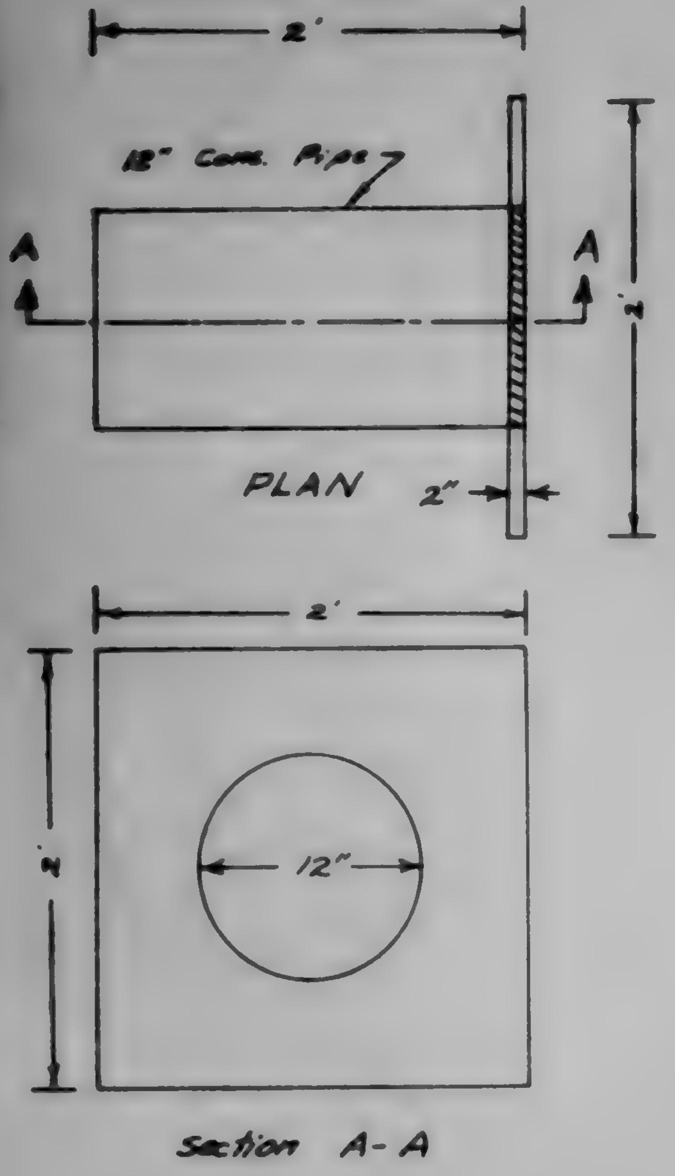
Bill E. Brown
Bill E. Brown
Resident Engineer


J.P. Warren
File No. 31173
T.39S., R.1E., W.M.
Proposed Pipe Turnouts 12 Each
Diversion Box
"B" Line
6" Steel Pipe
North Bound
1560
1565
South Bound
"D" Line

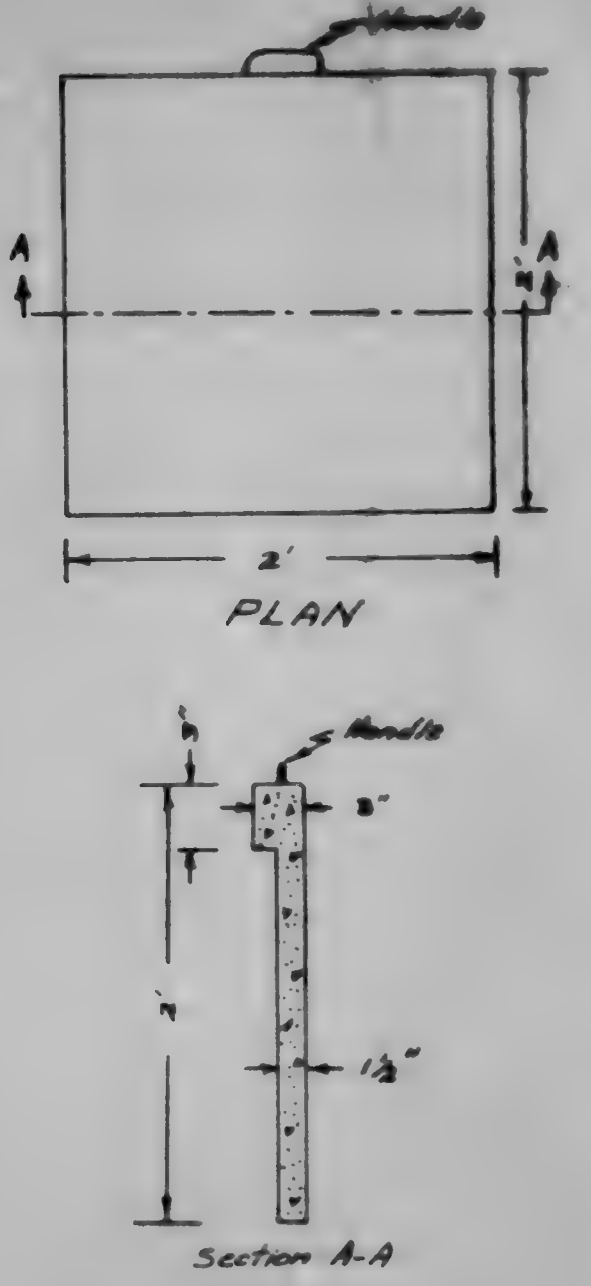
OREGON STATE HIGHWAY DEPARTMENT
PACIFIC HIGHWAY JACKSON COUNTY
N. ASHLAND INTER. ~ S. ASHLAND INTER.

Sketch map showing Proposed pipe turnouts
on the J.P. Warren Property

Scale: 1" = 100'


2'
18" Corr. Pipe
A
A
2'
PLAN
2"
2'
2'
12"
Section A-A

PIPE TURNOUT


Handle
A
A
2'
2'
PLAN
3"
Handle
3"
2'
1½"
Section A-A

STOP GATE

RECEIVED
JUN 29 1962
FOR FILING

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

5991

SUBJECT: **No. Ashland-So. Ashland Interchange Section**

To: **MEMO TO THE FILES**

On page 10 of the construction plans for the grading project under contract to O'Neil a notation is made that 285 cubic yards of riprap will be placed at the Bear Creek Bridge ends. This phrase is listed below the heading "Under Separate Contract". The phraseology indicates to us that the riprap will also be placed under the separate bridge contract. This interpretation would appear to be substantiated by the fact that the grading contractor will be finished with his job prior to the time that this riprap should be placed.

Under the circumstances, the 285 cubic yards of riprap will not be placed on the grading contract, but will be added to the structure contract.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
I. D. Merchant
L. R. Chandler
A. W. Parsons - B.P.R.

JUN 29 1962

NOTED
R. L. PORTER

RECEIVED
JUN 20 1962
FOR FILING

5991

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Agreement-City of Ashland
N. Ashland Interch.-S. Ashland
Interchange Section of the
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Dear Sir:

Reference is made to your letter of June 13, 1962, approving the proposed agreement with the City of Ashland and authorization to proceed with the work as of that date.

We are submitting herewith two conformed copies of the agreement between the State and City of Ashland in accordance with your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Att.

RECEIVED
JUN 21 1962
FOR FILING

5991

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1962

City of Ashland
City Hall
Ashland, Oregon

ATTENTION: Mr. E. C. Biegel

Re: Power & Water Line Adjustments
No. Ashland Interchange-So. Ashland Interchange Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Gentlemen:

Your estimate and sketch maps covering the adjustment of your facilities on the abovenamed project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of June 13, 1962.

Reimbursement for work done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: G. S. Paxson
R. L. Porter
A. W. Parsons
C. H. Maison
L. H. Young
L. R. Chandler
B. E. Brown
P. R. Barnhart

JUN 19 1962

RECEIVED
JUL 16 1962
FOR FILING
5991

477 Cottage Street, N.E.
Salem, Oregon

June 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Utility Adjustments
City of Ashland
N. Ashland-S. Ashland Interchange
Oregon Project I-5-1(35)12

The agreement between the State and the City of Ashland dated May 2, 1962 is approved.

You are authorized to proceed with the work, which consists of electric line relocation at an estimated cost of $874.00, and water pipe line relocation at an estimated cost of $5,673.74. Reimbursement will be subject to receiving a conformed copy of the executed agreement and the provisions of PPM 30-4.

Original To Young
7-16-62

NOTED
R. L. PORTER

RECEIVED
JUN 18 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

I-5-1(35)

DATE: June 13, 1962

5991

T. Dee

FROM : T. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Utility Adjustment
City of Ashland
Oregon Project I-5-1(35)12

The proposed formal agreement between the State and the City of Ashland dated May 2, 1961, with the cost estimate and revised sketch maps submitted with your letter of June 11, 1962 is approved.

You are authorized to proceed with the work as of this date. Reimbursement will be subject to the provisions of PPM 30-4 and the receipt of copies of the executed agreement.

YOUNG
MORGAN

original To Morgan
Copy To Young
6-18-62

RECEIVED
JUN 12 1962
FOR FILING

11-61—40231

5991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1962

SUBJECT: City of Ashland
Utility Adjustments
No. Ashland-So. Ashland Interchange
Pacific Highway
Jackson County
Project No. I-5-1(35)12

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

We refer to our letter of May 21, 1962, submitting to you an estimate and sketch map from the City of Ashland for the adjustment of its facilities on this section. Enclosed are three (3) copies of the revised sketch map for this work. Please void the originals and insert these in their place.

F. D. Morgan
Construction Engineer

By T W Litchfield
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
encs.

cc: Gen. File

RECEIVED
JUN 13 1962
FOR FILING

5991

June 11, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

N. Ashland Interch.-
S. Ashland Interch. Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Dear Sir:

We are resubmitting the agreement and estimate, with revised sketches, covering adjustment of the City of Ashland water and power lines on the subject project as requested in your letter of June 1, 1962.

It is necessary that these adjustments be made at once to clear for construction and it is requested that your approval and authorization to proceed with the work be expedited.

Very truly yours,

G. S. Paxson
Deputy State Highway Engr.

By J.A.H.

For L. E. Young
Office Engineer

DBP:jb

RECEIVED JUN 5 1962
FOR FILING
I-5-1(35)12
5991

FORM CD-121 (9-23-58)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

Morgan

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 1, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
Acting Division Engineer

SUBJECT: Utility Adjustments
City of Ashland
Oregon Project No. I-5-1(35)12

Confirming phone conversation with Mr. Litchfield, we are returning all documents submitted with your letter of May 21, 1962 for additional information on the subject adjustment.

As verbally stated, access control lines were not shown on the sketch maps. Access to pipe lines, conduit and power poles must be from outside access control lines.

On receipt of the required information our approval will be granted.

Enclosure

Copy: To Litchfield, who has taken it to the field for clarification – rpw (also enclosures)

original To Morgan – with enclosures
6-5-62

RECEIVED
JUN 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENN[illegible]. F[illegible]LEY, [illegible]ER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5991

May 28, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:a.m., Monday, May 28, approval was granted for the establishment of a 35 MPH construction speed zone on the section of the Green Springs Highway at the Green Springs Interchange on the North Ashland-South Ashland Section of the Pacific between M.P. 1.1 and M.P. 1.6 in Jackson County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
AY 23 1962
FOR FILING

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering refinishing slopes on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

The fill slopes on the north end of the project were finished to grade and slopes as planned and staked. Later, as excavation progressed, an excess of material has developed.

In order to avoid wasting the excess and to improve the fill slopes it is desired to use the excess material to flatten the fill slopes.

This work has been verbally recommended for approval by the BPR Area Engineer and the Field was authorized to proceed May 15, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 22 1962
FOR FILING

5771

FORM E-30X—90M—11-61—40281

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1962

SUBJECT: Utility Adjustments
City of Ashland
N. Ashland Interch.-S. Ashland Interch. Section
Pacific Highway
Jackson County

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

Enclosed you will find three (3) copies of estimates and sketch maps for the adjustment of City-owned utilities on the subject project.

We have your State Force Order for the adjustment of the electric power line.

Please prepare and submit a State Force Order for the adjustment of the water lines. All this work is reimbursable, as set forth in the City Agreement.

F. D. Morgan
Construction Engineer

By TW Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
encs.

cc: G. S. Paxson ✓

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 22 1962
FOR FILING

[illegible]

5491

May 21, 1962

N. Ashland Interch.-S. Ashland
Interch. Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of water and power lines of the City of Ashland in connection with construction of the subject project:

1. Two copies of the agreement dated May 2, 1961, between the State and City of Ashland, covering the utility adjustments.
2. Two copies of the estimates of cost for the adjustments prepared by the City.
3. Two copies each of sketches prepared by the City showing the adjustments to be made.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:lt

RECEIVED
AY 23 1962
FOR FILING

[illegible]

5991

FORM E-301—30M—11-61—60231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1962

SUBJECT: No. Ashland Interchange-So. Ashland Interchange Section

To: MEMO TO THE FILES

The grading work on this project has been progressing rapidly and we expect to beat the schedule originally set up. The Division Engineer now informs us that he expects all the excavation to be done about November 1, 1962, and the finishing to be completed December 1, 1962. The contractor has been finishing his work as he progresses with it and has already completed the areas for the following structures:

Butler Creek (1)
Oak Street (2)
Mountain Avenue (1)
Bear Creek (2)

The sites for the structures at East Main (1), Crowson Road (2), and the "F" Line at Mistletoe (1) will be completed at a later date.

Under the circumstances, it appears that we should move up the letting dates for both the structure contracts and for the paving contract to complete the project. Conferences with the Bridge Department and the Office Engineer have been held and the following schedule will be substituted for that now existing:

A separate contract for the Oak Street structures, Mountain Avenue Structure, Bear Creek Structures and Crowson Road Structures will be let in the August letting. The estimate for this contract is $525,000.00.

The Butler Creek, East Main and "F" Line at Mistletoe structures will be awarded at the September letting and will amount to a $265,000.00 contract. The completion

Paxson

NOTED
FORREST COOPER

NOTED
G. S. PAXSON

date for the three twin structures at Oak Street, Bear Creek and Crowson Road would be April 30, 1963. The others would be completed by May 31, 1963.

We believe, also, that it would be appropriate to award the surfacing contract during the October letting. It is estimated that the surfacing job will cost about $2,000,000.00 and we are informed that financing for the project will be available provided that The Dalles Section and the Cascade Locks-Mitchell Point Section do not both go prior to this time. Financing may also be available if we are not required to give the $2,000,000.00 set-up for the John Day Dam work to the Army Engineers before the first of next year.

If we are able to adhere to the schedule set-up above, we would have a good chance of completing the section late in 1963.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: Forrest Cooper
R. L. Porter
I. D. Merchant
L. H. Young
F. B. Crandall
L. R. Chandler

RECEIVED
MAY 2[illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: May 2, 1962

Copies to [illegible]

5-3-62

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

5991 CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1(35)12, North Ashland Interchange - South Ashland Interchange Section, Pacific Highway

Reference is made to the January 1, 1962 agreement between the State and the Southern Pacific Company covering the Mistletoe Undercrossing on the above project. The agreement provides that the State reimburse the railroad company for maintenance of the new subgrade during the first year of operation.

Section 14b of PPM 30-3 indicates that in the absence of special circumstances Federal participation in such costs should be limited to six months under operation of trains. We failed to note this limitation when we approved the agreement.

Now, in order to justify the twelve months maintenance period, it is necessary that we have information as to the basis for the establishment of the longer time. Any such information you can furnish will be appreciated.

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1962
FOR FILING

5991

April 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement with the Southern Pacific Company relative to construction on the North Ashland Interchange-South Ashland Interchange Section, Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5991

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 23, 1962

Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. Tom Ness

Re: Power Line Adjustment
No. Ashland Interchange-So. Ashland Interchange Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 19, 1962. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
L. R. Chandler
Bill Brown
C. G. Polk

Pacific Power & Light Co.
Public Service Bldg.
Portland 4, Oregon
Attn: Mr. R. H. Sallee

NOTED
G. S. PAXSON

RECEIVED
20 1962

FOR FILE
I-5-1(35)12
5991

CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 19, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

C G Polk

copy to
Young
3-20-62

SUBJECT: Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway, Jackson County
Utility Adjustment - Pacific Power & Light Co.

We hereby approve the agreement evidenced by the exchange of correspondence between the Utility and the State.

Authority to proceed with the adjustment is granted as of this date. Reimbursement is subject to the provisions of PPM 30-4.

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1962
FOR FILING

5991

March 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Re: N. Ashland Interchange-
S. Ashland Interchange Section
Pacific Highway, Jackson County
Project No. I-5-1(35)12

Dear Sir:

Herewith, are the following data covering adjustment of the Pacific Power and Light Company's facilities in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain adjustments.

2. Two copies of the Company's estimate for making the required adjustments.

3. Two copies each of the sketches prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5991

March 5, 1962

Mr. Richard C. Cottle
Attorney at Law
370 Lithia Way
Ashland, Oregon

R/W File 31203 (Dunn)
North Ashland-South Ashland Section
Pacific Highway
Contract No. 5991

Dear Sir:

We have investigated the complaints noted in your letter of February 3, 1962 and wish to forward to you the following:

Plan Sheet 15 of the North Ashland-South Ashland project shows the access control lines as they are intended to be. The confusion in the vicinity of the new railroad crossing probably arose due to the fact that we apparently "cut off" a portion of the railroad. These access control lines are to indicate that no access will be allowed to the highway in this area, but does not preclude access to the railroad structure via the railroad right of way. The access control lines have been marked in red on a print of Sheet 15, and is enclosed.

A section of the existing ditch 110 feet in length near Station G 185 must be rebuilt as a temporary means of providing irrigation water to downstream users. This is due to the realignment of Clayton Creek in this area. This cannot be done until the ground has dried out enough to get equipment into the area, but until the ground does dry out it will not be necessary to use irrigation water. Our contractor has been informed that this work must be done at the first opportunity.

The existing irrigation ditch, which is shown in green on the attached print, will be replaced by a pipe between Stations G 180 and G 189. This proposed pipe is shown in blue, and will be constructed during the summer. A simple cutover will be made at the time suitable to the users of the ditch and the contractor.

A Price Agreement has been submitted and approved for the replacement of the mud sills (footings) of the new timber flume near Station 175, and includes treatment of the remainder of the flume with creosote. The use of untreated timbers was an oversight on our part, and the flume as constructed was not acceptable to the Southern Pacific Railroad. They refused to accept maintenance of this facility until these changes are made.

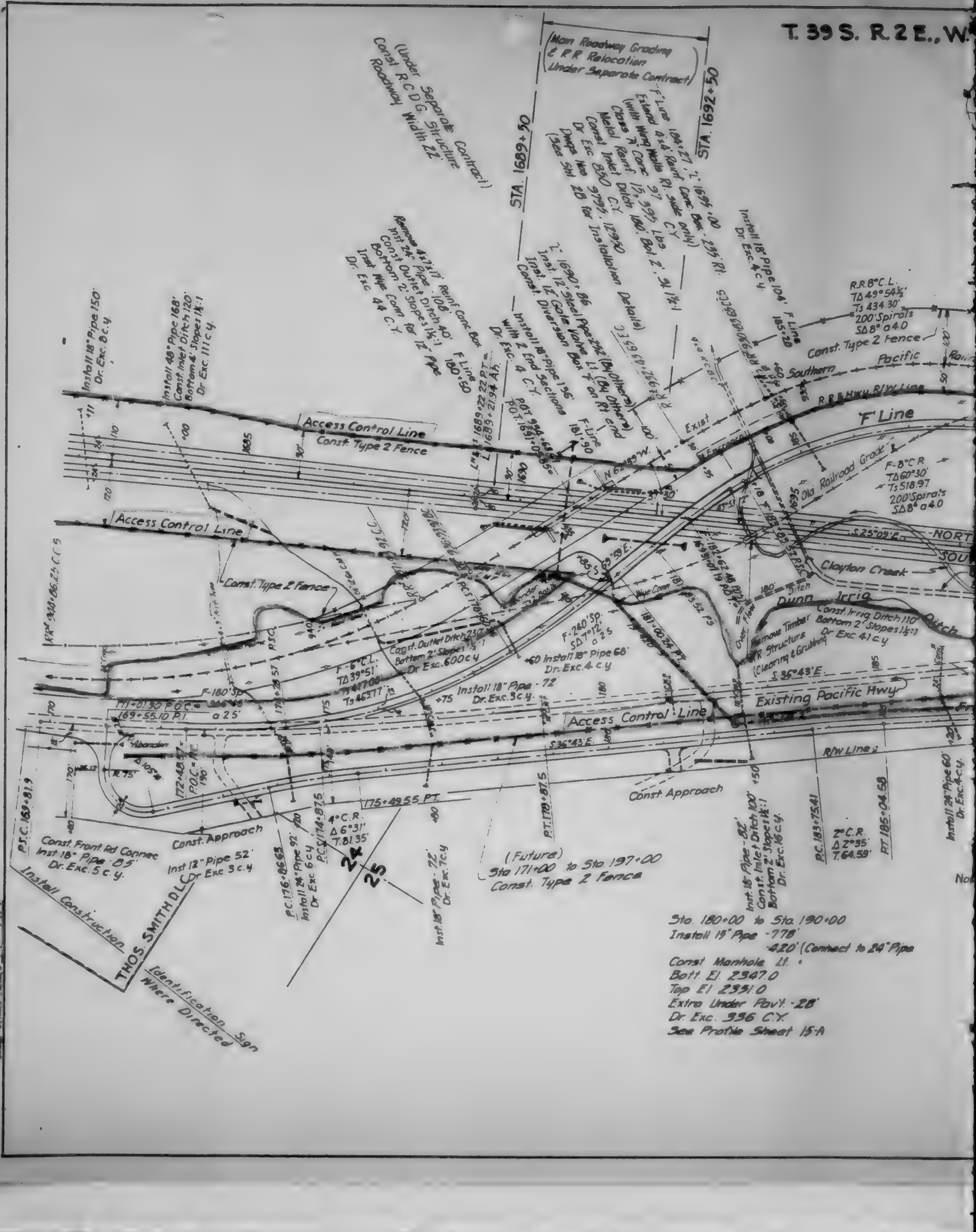
The complaint of damage to the existing flume opposite Station 173 is being investigated by our resident engineer on the project. Mr. B. E. Brown, 22 South 1st Street, Ashland, is our resident engineer on this project, and is available for discussion of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By WB Klaboe
W. B. Klaboe
Assistant Construction Engineer

CHB:fp
Enclosures
cc R. L. Porter
Ivan Merchant
W. T. Wright
L. R. Chandler
B. E. Brown


T. 39 S. R. 2 E., W.
(Main Roadway Grading
& R.R. Relocation
Under Separate Contract)
STA. 1689+50
STA. 1692+50
(Under Separate Contract)
Const R.C.D.G. Structure
Roadway Width 22'
"F" Line 180+27, "L" 1694+00
Extend 4x4' Reinf. Conc. Box 235' Rt.
(with Wing Walls Rt. Side only)
Class "A" Conc. 97 C.Y.
Metal Reinf. 15,395 Lbs.
Const Inlet Ditch 180', Bot. 2', Sl. 1½:1
Dr. Exc. 850 C.Y.
Dwgs No 9795, 12950
(See Sht 2B for Installation Details)
"L" 1690+86
Inst. 12" Steel Pipe 292' (By Others)
Inst. 12" Gate Valve Lt. (By Others)
Const. Diversion Box "F" on Rt. end
Install 18" Pipe 136'
with 2 End Sections
Dr. Exc. 4 C.Y.
Remove 4x7x17' Reinf. Conc. Box
Inst. 24" Pipe 108'
Const Outlet Ditch 40'
Bottom 2' Slopes 1½:1
Inst Pipe Conn for 12" Pipe
Dr. Exc 44 C.Y.
F Line 180+50
F-Line 181+90
Install 18" Pipe 104' F Line 185+20
Dr. Exc. 4 C.Y.
Install 18" Pipe 150'
Dr. Exc. 8 C.Y.
Install 48" Pipe 168'
Const. Inlet Ditch 120'
Bottom 4' Slopes 1½:1
Dr. Exc. 111 C.Y.
R.R. 8° C.L.
TΔ 49°54½'
Ts 434.30'
200' Spirals
SΔ 8° a 4.0
Const. Type 2 Fence
Southern Pacific Railroad
R.R. & Hwy. R/W Line
"F" Line
F-8° C.R.
TΔ 60°30'
Ts 518.97
200' Spirals
SΔ 8° a 4.0
Old Railroad Grade
Access Control Line
Const. Type 2 Fence
Access Control Line
Const. Type 2 Fence
Exist
N 62°59' W.
S 25°09' E.
NORTH
SOUTH
Clayton Creek
Dunn Irrig. Ditch
Const. Irrig. Ditch 110'
Bottom 2' Slopes 1½:1
Dr. Exc. 41 c.y.
Remove Timber R.R. Structure (Clearing & Grubbing)
S 36°43' E.
Existing Pacific Hwy.
Access Control Line
S 36°43' E.
R/W Line
Const. Approach
F-240' Sp.
SΔ 7°12'
a 2.5
Install 18" Pipe 68'
Dr. Exc. 4 c.y.
Const. Outlet Ditch 230'
Bottom 2' Slopes 1½:1
Dr. Exc. 600 c.y.
F-6° C.L.
TΔ 39°51'
Ts 417.00'
Ts 463.77'
Install 18" Pipe 72'
Dr. Exc. 3 c.y.
F-180' Sp.
171+01.90 P.O.C.
169+55.10 P.I.
a 2.5
Abandon
172+48.57 P.O.C.
P.S.C. 169+81.9
Const. Front. Rd Connec
Inst 18" Pipe 85'
Dr. Exc. 5 c.y.
Const. Approach
Inst 12" Pipe 52'
Dr. Exc 3 c.y.
P.C. 176+86.63
Install 24" Pipe 92'
Dr. Exc 6 c.y.
P.C. 174+87.5
4° C.R.
Δ 6°31'
T. 81.35'
175+49.55 P.T.
24
25
Inst 18" Pipe 72'
Dr. Exc. 7 c.y.
P.T. 178+87.5
(Future)
Sta 171+00 to Sta 197+00
Const. Type 2 Fence
Inst. 18" Pipe 82'
Const. Inlet Ditch 100'
Bottom 2' Slopes 1½:1
Dr. Exc. 16 c.y.
P.C. 183+73.41
2° C.R.
Δ 2°35'
T. 64.59'
P.T. 185+04.58
Install 24" Pipe 60'
Dr. Exc. 4 c.y.
Install Construction
THOS. SMITH D.L.C.
Identification Sign
Where Directed

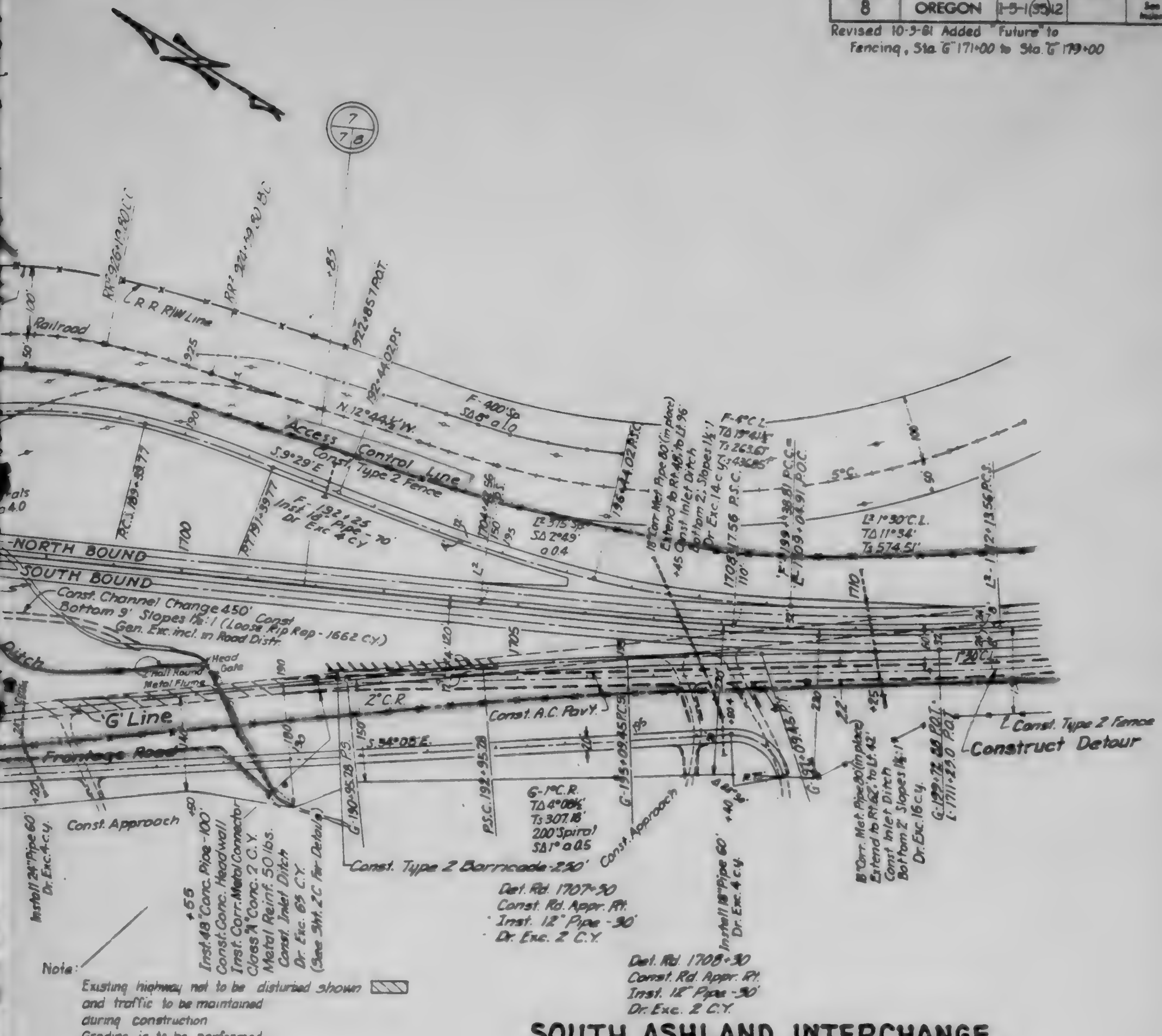
Sta. 180+00 to Sta. 190+00
Install 18" Pipe -778'
-420' (Connect to 24" Pipe
Const Manhole Lt.
Bott. El. 2347.0
Top El 2351.0
Extra Under Pavt. -28'
Dr. Exc. 336 C.Y.
See Profile Sheet 15-A

7V-7-1

..W. M.

N. ASHLAND INTER-S. ASHLAND INTER SEC PACIFIC · HIGHWAY JACKSON COUNTY				SHEET No. 15
FED. ROAD Div. No.	STATE	PROJECT [redacted]	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

Revised 10-3-61 Added "Future" to Fencing, Sta. "G" 171+00 to Sta. "G" 179+00



7
7 8
RR² 926+19.80 C.C.
RR² 924+79.80 B.C.
+85
922+85.7 P.O.T.
922+44.02 P.S.
R.R. R/W Line
Railroad
100'
50'
925
190
N. 12°44½' W.
F-400' Sp.
SΔ 6° a 1.0
Access Control Line
Const. Type 2 Fence
S. 9°29' E.
P.C.S. 189+39.77
P.T. 191+39.77
F-192+25
Inst. 18" Pipe - 70'
Dr. Exc. 4 c.y.
1700
1704
150
195
L² 315' Sp.
SΔ 2°49'
a 0.4
196+44.02 P.S.C.
18" Corr. Met. Pipe 80' (in place)
Extend to Rt. 48', to Lt. 96'
+45 Const. Inlet Ditch
Bottom 2'; Slopes 1½:1
Dr. Exc. 14 c.y.
F-4° C.L.
TΔ 19°41½'
Ts 263.67'
Ls 436.85'
1708+17.56 P.S.C.
110'
"F" 199+38.81 P.C.C. = L² 1709+04.91 P.O.C.
5° C.
100'
50'
L³ 1°30' C.L.
TΔ 11°34'
Ts 574.51'
L³ 1712+13.56 P.C.S.
1710
1°30' C.L.
NORTH BOUND
SOUTH BOUND
Const. Channel Change 450'
Bottom 9' Slopes 1½:1 (Loose Rip Rap - 1662 C.Y.)
Const. Gen. Exc. incl. in Road Distr.
Ditch
Head Gate
Half Round Metal Flume
1705
120
2° C.R.
'G' Line
Frontage Road
Const. A.C. Pavt.
S. 54°08' E.
G-190+95.28 P.S.
P.S.C. 192+95.28
G-1° C.R.
TΔ 4°08½'
Ts 307.18'
200' Spiral
SΔ 1° a 0.5
G-195+09.45 P.C.S.
G-197+09.45 P.T.
+20
+55
180
150
Const. Approach
Install 24" Pipe 60'
Dr. Exc. 4 c.y.
Inst. 48" Conc. Pipe - 100'
Const. Conc. Headwall
Inst. Corr. Metal Connector
Class "A" Conc. 2 C.Y.
Metal Reinf. 50 lbs.
Const. Inlet Ditch
Dr. Exc. 65 C.Y.
(See Sht. 2C For Detour)
Const. Type 2 Barricade - 250'
Const. Approach
Det. Rd. 1707+50
Const. Rd. Appr. Rt.
Inst. 12" Pipe - 30'
Dr. Exc. 2 C.Y.
+40
Install 18" Pipe 60'
Dr. Exc. 4 c.y.
Det. Rd. 1708+30
Const. Rd. Appr. Rt.
Inst. 12" Pipe - 30'
Dr. Exc. 2 C.Y.
18" Corr. Met. Pipe 80' (in place)
Extend to Rt. 62', to Lt. 42'
Const. Inlet Ditch
Bottom 2' Slopes 1½:1
Dr. Exc. 16 c.y.
+25
G-199+72.28 P.O.T.
L-1711+29.0 P.O.T.
Const. Type 2 Fence
Construct Detour

Note:
Existing highway not to be disturbed shown ▨
and traffic to be maintained
during construction
Grading is to be performed
under future contract

SOUTH ASHLAND INTERCHANGE

FOR PROFILES OF MAIN ROADWAY
AND FRONTAGE ROAD SEE SHEET 15A;
OF 'F' AND 'G' LINES & DETOUR SEE SHEET 15B.

RECEIVED
FEB [illegible] 1962
FOR FILING
5591

February 20, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: North Ashland-South Ashland
Section, Pacific Highway
(Mistletoe Undercrossing Project)

Reference is made to your letter of February 19 concerning the proposed agreement between the State and the Southern Pacific Company covering the completion of the railroad line change at the Mistletoe Undercrossing.

When the original agreement, dated April 14, 1961, was executed with the Southern Pacific Company, that Company did not understand that the structure itself was to be constructed under that agreement and consequently its estimate of costs for engineering inspection was made only to cover grading and was not adequate for the entire job. Under date of July 14, 1961, I wrote you attaching a copy of a letter from the Southern Pacific Company stating this misunderstanding and advising that the inspection of the structure would require an engineering inspector on the job whose salary and personal expenses would be approximately $1,240 per month. I asked your approval for increasing reimbursement to the Southern Pacific Company to cover this engineering inspection cost. Under date of July 24, 1961, you wrote me advising that you would interpose no objection to the inclusion of the engineering inspection cost under construction engineering.

To cover the work now going on, the grading of the railroad line change and the construction of the undercrossing structure, we have received two billings from the Southern Pacific Company; the first covering costs in July, August and September in the amount of $2,947.83, and the second covering a cost in October in the amount of $1,737.17, or a total railroad billing of $4,685. These billings include preliminary engineering, field engineering, inspection, and overhead and accounting charges. Because all of this work was on the new alignment and not endangering existing facilities, there were no flagging or watchman charges made against the project.

The agreement which was submitted to you with my letter of February 13 covers all of the reimbursable costs of the railroad company for the work covered by the original agreement of April 14, 1961, and in addition covers the completion of the line change and all other work incidental to the project. In making up the agreement the railroad company assumed that it would be best to have the entire project included in one agreement rather than to have two agreements covering separate phases of the project. I concur with them in this method of handling the matter.

I would appreciate your consideration of the approval of this agreement to cover the railroad reimbursable work. This new agreement refers back to the original agreement of April 14, 1961, and establishes the date upon which the work was covered by approved agreement. We expect the railroad company to start laying track as soon as weather conditions permit so that its traffic may be routed over the new line and our contractor thereby enabled to complete his grading work through the present railroad right of way. Any extensive revision of the presently proposed agreement would delay our work under the contract for the North Ashland-South Ashland Section and would increase the cost both to the State and the Federal Government.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO :Mr. Forrest Cooper, State Highway Engineer
Attn: Mr. G. S. Paxson, Deputy State Highway Engr.
Salem, Oregon

DATE:February 19, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: North Ashland - South Ashland Section,
Pacific Highway (Mistletoe Railroad Line Change)

We are returning herewith the unsigned State-Railroad agreement covering the above project, transmitted with your letter of February 13, 1962.

The agreement is inadequate in its present form in that it does not indicate how much of the railroad work shown in the original agreement has been done and how much of it is included on Exhibit "A" of the agreement now proposed. For the sake of clarity we would suggest a supplemental agreement covering only the uncompleted work.

The agreement dated April 14, 1961, executed in connection with Project I-5-1(31)12, the Mistletoe railroad undercrossing structure, lists a total of $4,510 estimated cost and expense to the railroad. The engineer's estimate, however, includes only $550 of railroad work. There is no indication as to whether or not the remainder is included in the new agreement.

We would prefer separate agreements covering work on the two projects involved. As a minimum, the existing deficiencies must be corrected by any necessary changes in railroad agreements and/or project estimates.

Our approval will be withheld pending receipt of further word from you concerning the unsatisfactory features mentioned above.

Attachments

RECEIVED
FEB 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1962
FOR FILING
I-5-1([illegible])12
5991

Salem, Oregon
February 19, 1962

North Ashland-South Ashland
Section, Pacific Highway
Jackson County

Mr. W. T. Wright
Right of Way Engineer
BUILDING

I have conferred with the Southern Pacific Company with reference to the carrying of the irrigation system under the new alignment of the railroad north of the Mistletoe Undercrossing. Mr. Kruttschnitt advises that under their deed for the present railroad right of way they are required to provide passage for irrigation water under their tracks and across their right of way. He will not object to having the same provision inserted in the deed for the new right of way which we are to deliver to them.

I would suggest that in acquiring the property from the owner this be in his deed to us and that in turn, in deeding the railroad right of way to the Southern Pacific Company, similar language be used in that deed.

As you know, we are to prepare a deed to the Railroad and submit it to them for their approval prior to its execution.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Frank Morgan
Mr. L. R. Chandler

Note to Mr. Morgan and Mr. Chandler: Since we have no railroad insurance in the grading contract for the North Ashland-South Ashland Section, our grade man should stay completely off of the new railroad right of way after rail traffic is routed thereon.

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

Feb. 16, 1962

SUBJECT: North Ashland-
South Ashland Section

To: Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

Replying to your letter of February 9, and brought to me by Mr. Wolfe, in regard to certain items of work to be performed on the Southern Pacific Railroad Company right of way, I advise as follows.

The extension of the 4-foot stone arch, at the approximate Railroad Station 940+50, has already been extended. It will be unnecessary to do this on the other contract.

The 24-inch pipe at Station 943+80 has also been extended.

The railroad grade, mentioned in your Paragraph 3, will be completed under the existing contract, and the removal of portions of the existing railroad grade, mentioned in your Paragraph 4, can be stopped at the railroad right of way line.

Please advise if further information is needed.

L R Chandler

L. R. Chandler
Division Engineer

LRC:ds
cc: Mr. F. D. Morgan

INITIALED
G. S. PAXSON

RECEIVED
FEB 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING
5991

February 13, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: North Ashland-South Ashland
Section, Pacific Highway
Jackson County
(Mistletoe Railroad Line Change)

Attached is a copy of a proposed agreement between the Southern Pacific Company and the State covering the completion of the Southern Pacific Company's line change at the Mistletoe undercrossing in Jackson County.

A preliminary agreement was entered into April 14, 1961, covering the first phase of this project. This agreement, however, did not cover the work which the Southern Pacific Company has to do in re-laying its tracks on the new grade. In drawing up this new agreement, you will note that the Southern Pacific Company has included not only the work which it has yet to do but also the cost of the work which it has already done under the original agreement. This seems to be a rather awkward way to handle it, but I see nothing objectionable in it other than this awkwardness.

It would be appreciated if you would review this agreement and advise me as to your approval of it. This is a copy that must be submitted to the State Highway Commission for approval and I would ask that it be returned to me as soon as practicable. Conformed copies will be furnished you upon completion of the agreement by the Highway Commission and the Southern Pacific Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

2-23-62
Agreement to Lane
for process & mailing
HPP

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. H. Young

Salem, Oregon
February 13, 1962

North Ashland-South Ashland
Section, Pacific Highway
Jackson County
(Mistletoe Railroad Line Change)

Mr. W. T. Wright
Right of Way Engineer
BUILDING

Attached is a copy of a proposed agreement between the Southern Pacific Company and the State covering the railroad line change at the Mistletoe Undercrossing. In connection with this project, we were to deed to the railroad company the new right of way, which is shown colored in red on the attached map, and the railroad company is to deed to us the right of way colored in yellow.

We are ready to start laying track on the new line and the transfer of property should be completed at the same time that traffic is routed over the new line. It would be appreciated if you could have the deeds for the property we are to transfer to the railroad company made up and submitted to the Southern Pacific Company for approval as soon as practicable.

Also attached is a copy of Southern Pacific Company's letter of February 7 with which they submitted the proposed agreement.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. L. I. Lindas
Mr. R. L. Porter
Mr. L. H. Young

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FOR FILING

5111

Salem, Oregon
February 9, 1962

North Ashland-South Ashland
Section

Mr. L. R. Chandler
Division Engineer
Post Office Box 1128
Roseburg, Oregon

At the Mistletoe Undercrossing of the Southern Pacific line change in the South Ashland Interchange, the railroad company is to install their own track on the line change. They have submitted to me an agreement covering this work and in the agreement they provide that if any work is done by our contractor on their right of way, we shall furnish them with the usual railroad insurance. When they say railroad right of way they mean the right of way covering the relocated tracks as our contractor could not be doing any work on the existing right of way until railroad traffic is diverted to the new line.

They also show the extension of a 4-foot stone arch pipe at approximately Railroad Station 940+50 and the lengthening of a 24 inch concrete pipe at approximately Railroad Station 943+80.

The question on these drainage structures is: Can they be lengthened and the fill made for the new railroad alignment under the R & M Contract or must they be deferred until later? If they cannot be done under R & M Contract, I believe we should have the railroad do the work with its own forces. There is also some question in my mind as to whether we have widened the railroad grade to the west between Railroad Station 939 and the northerly end of their line change at Station 946.

The contractor on the North Ashland-South Ashland Section will be removing a considerable portion of the existing railroad grade. Can this removal be stopped at each end at the railroad right of way line so that none of his grading will be on the railroad right of way?

Mr. Wolfe will bring this letter down with him when he meets you on Monday the 13.

G. S. Paxson
Deputy State Highway Engineer

GSP:hlb

cc Mr. Forrest Cooper

RECEIVED
24 1962
FOR FILING

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file

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 23, 1962

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Re: Telephone Line Adjustment
N. Ashland Interchange-S. Ashland
Interchange Section
Pacific Highway
Jackson County
Project I-5-1(33)12

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of January 5, 1962.

Reimbursement for work done subsequent to that date will be done subject to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

TWL:bjh

cc: R. L. Porter ✓
C. G. Polk
L. H. Young
C. H. Maison
L. R. Chandler
Bill E. Brown

RECEIVED
JAN 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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JAN 8 1962
FOR FILING
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5971

January 5, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

N. Ashland Interchange-
S. Ashland Interchange
Pacific Highway, Jackson County
Project No. I-5-1(35)12

Herewith are the following data covering adjustment of the Pacific Northwest Bell Telephone Co. facilities in connection with construction on the subject project:

1. Two copies each of two letters from our Staff Attorney which establish the obligation of the State to reimburse the Company for certain portions of the adjustment.

2. Two copies of the Company's estimates for making these adjustments.

3. Two copies each of the sketches prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the adjustments as of this date are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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DEC 21 1961
FORM E-30X—30M—6-61—30602
FOR FILING

5111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Agreement
North Ashland Interchange-South Ashland Interchange Section
Pacific Highway
Jackson County

Enclosed are three copies of the agreement between the State and the Talent Irrigation District relating to the adjustment of the district's facilities on this project.

Please forward one copy to the District Maintenance Superintendent and one copy to the Resident Engineer on the project.

Frank D. Morgan
Construction Engineer

By

C H Baker

C. H. Baker
Asst. Field Construction Engineer

TWL:jd

cc: Floyd Query

YD QUE

RECEIVED
DEC 19 1961
FOR FILING

5991

December 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering directional signing on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

This work is necessary for the direction and guidance of traffic and is in accordance with the special provisions of the contract.

Equipment rental rates will be in accordance with the agreement between the State and Associated General Contractors. Contractor's percentage allowance will be in accordance with the provisions of this contract.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:jb
Enc.

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JAN 16 1962
FOR FILING

5991

MISC. CONTRACTS and
AGREEMENTS no.

Salem, Oregon
December 15, 1961

Agenda Item 4-q

Mr. Frank Morgan
Construction Engineer
Office

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Attached is a fully executed copy of an agreement with the Talent Irrigation District covering revision and reconstruction of the irrigation structures and facilities on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Talent Irrigation District.

Secretary

rn
Atach: 1

RECEIVED
DEC 15 1961
FOR FILING

5491

December 15, 1961

Talent Irrigation District
P.O. Box 467
Talent, Oregon

Gentlemen:

We are enclosing for the records and files of the Talent Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Talent Irrigation District covering revision and reconstruction of the irrigation structures and facilities on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

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DEC 15 1961
FOR FILING
I-5-1(
5991

December 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending, under separate cover, three copies of Progress Voucher with supporting documents covering the purchase of rights of way on the following Federal Aid Project:

I-5-1(26)12	N. Ashland Interchange-S. Ashland Interchange Section	$246,776.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
DEC 8 1961
FOR FILING

[illegible]

December 7, 1961

Oregon State Highway Commission

Gentlemen:

The new Interstate Highway No. 5, now under construction in Jackson County (North Ashland Interchange-South Ashland Interchange Section) crosses portions of the Talent Irrigation District. This necessitates the revision of certain of the facilities of the Irrigation District.

An agreement has been reached with the Talent Irrigation District for the revision and reconstruction of the irrigation structures and facilities.

The proposed agreement has been approved by our legal and engineering departments. It is recommended that you approve this agreement, which will be presented by the Secretary at the next Commission meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc P. M. Stephenson

RECEIVED
DEC 4 1961
FOR FILING

5991

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. N. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 4 1961
FOR FILING

5991

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the adjustment of private water lines on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

Water lines, on private property prior to the purchase for right of way, must be moved for construction. The lines are shown on the plans and moving them is an anticipated item of the contract.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 1 1961
FOR FILING

5991

2230

November 30, 1961

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Attached is a draft of a suggested letter to Mrs. Irene E. Bradshaw, of Ashland, in reply to her letter to you of November 14.

Mrs. Bradshaw has made a complaint that the State Highway Department has taken her well and left her without water. Investigation has shown that she has been granted an extension of time in which she may use the old well while drilling a new well.

Mrs. Bradshaw was paid $820 for the old well and this should adequately compensate her for the cost of reestablishing the facility.

If you wish any further information concerning this matter, please advise and we shall be happy to furnish it.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Attach.

cc Tom Edwards
F. D. Morgan

CHB:jw fn

SUGGESTED DRAFT OF REPLY FOR GOVERNOR'S CONSIDERATION
November 30, 1961

Mrs. Irene E. Bradshaw
102 Butter Creek Road
Post Office Box 461
Ashland, Oregon

Dear Mrs. Bradshaw:

I have your letter of November 14 and the matter that you brought up in your letter concerning the State Highway Department acquiring your well has been investigated.

I have been informed that you have started drilling a new well and have been granted use of the old well in the interim.

I am told by Highway Department people that you were paid $420 to compensate you for the re-establishment of your well and water system. It is the belief of the highway engineers, who have investigated this matter, that it will be feasible to drill a new well and re-establish your water supply within the amount allowed and that no serious problem should result.

I can well understand your concern in this matter, as being deprived of a water supply would be unthinkable. If you experience any trouble in securing a new well, I am sure that a letter directed to the State Highway Department in Salem will be given every consideration.

I regret any inconvenience that you may have been caused.

cc Tom Edwards
F. D. Morgan

FORM E-30 50M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1961

SUBJECT: Assignment No. 2230
R/W File 31148 (Bradshaw)
N. Ashland-S. Ashland Section
Pacific Highway
Jackson County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

The complaint by Mrs. Bradshaw about her well, which was the subject of a letter to Governor Hatfield, has been investigated. Mrs. Bradshaw has been granted use of her old well until December 20, 1961 and has, as of November 22nd, started drilling a new well on her remaining property.

A field investigation shws that it would be possible to allow use of the well across the road from her place, as it is some 18 feet from the toe of the fill slope. However, due to Bureau of Public Roads regulations, it would take the approval of the Washington, D. C. office to allow use of this well. A map of the area is attached.

Therefore, it is suggested that we hold off on any action to allow use of the well until drilling is completed at the new location. Since two successful wells have been drilled in the immediate vicinity, it is to be expected that the new well will also be satisfactory.

The right of way will be turned over to the county at the completion of the project.

Rough drafts of letters to the Governor and Mrs. Bradshaw are attached.

Tom Edwards

Tom Edwards
Construction Engineer

CHB:jw

Attach.

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 30 5CM 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 22, 1961

SUBJECT: Sketch Map-Bradshaw Well
N. Ashland-S. Ashland Interchange
Contract No. 5991

To: Mr. Tom Edwards
Construction Engineer
Salem, Oregon

In conformance with Mr. Curt Baker's telephonic request, we are submitting herewith a sketch map showing a well located on the Dickey-Olsen property, file No. 31146, and the location of the toe of our fill slope. Mrs. Bradshaw has requested that we sell her a piece of property on which this well is contained so that she can replace her well which was purchased in our right of way negotiations.

Mrs. Bradshaw was paid some $820.00 for the loss of her well, pump, and pumphouse and was advised at the time of this transaction that she would have 30 days in which to replace her water supply during which time she could utilize the old well. This occurred in May, 1961, and no effort has been made by her to re-establish her water supply until just recently. Dale Hill advised her that she could have until December 20 to re-establish her water supply.

We have no objection to the sale of a portion of the property as outlined in red which contains an unused well; however, we have been advised that possibly since the Bureau participated in the purchase of the property, that we cannot resell it. If this is true, possibly some agreement could be made whereby she could obtain an easement for the use of the well. However, I do not believe that this should become a permanent feature. According to Mr. Bill Brown's letter of transmittal, a copy of which is enclosed, Mrs. Bradshaw advised him that a well driller was coming on Wednesday, November 22, to start drilling a new well in which case she would have no need for the additional well on the Dickey-Olsen property.

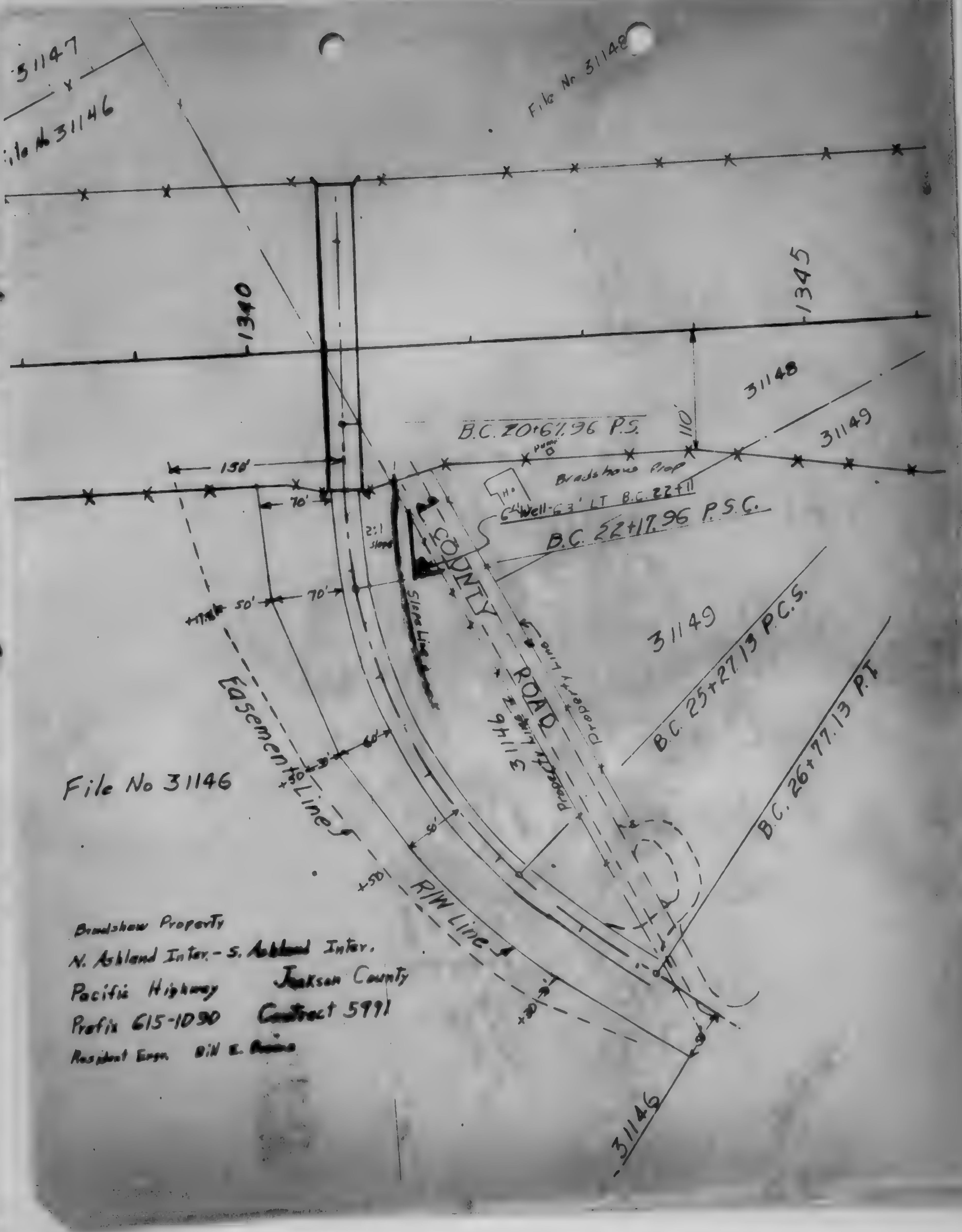
As we have paid Mrs. Bradshaw for the loss of her original well, I feel that we have met our obligation and recommend that unless the property can be sold outright, that we allow her the use of the well until such time as she can re-establish water on her own property.

J F Putnam
J. F. Putnam
Ass't. Division Engineer

JFP:et
Attach.

CONSTRUCTION DIVISION
RECEIVED
NOV 24 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE ACE CDE

REFERRED TO
Baker


31147
File No 31146
File Nr 31148
1340
1345
31148
31149
110
B.C. 20+67.96 P.S.
Pump
Bradshaw Prop
Ho
6" Well - 63' LT B.C. 22+11
B.C. 22+17.96 P.S.C.
150'
70'
50'
70'
2:1 Slope
Slope Line
℄ COUNTY ROAD
Property Line
Property Line
31146
31149
B.C. 25+27.13 P.C.S.
B.C. 26+77.13 P.T.
File No 31146
Easement Line
R/W Line
+50
+50
+50
50'
50'
50'
60'
31146

Bradshaw Property
N. Ashland Inter. - S. Ashland Inter.
Pacific Highway
Jackson County
Profile 615-1090
Contract 5991
Resident Engr. Bill E. [illegible]

PLEASE RETURN TO
FORREST COOPER

November 17, 1961

DUTCH:

I would appreciate it if you would please draft a suggested reply for the Governor's signature. Thanks.

WARNE

RECEIVED
NOV 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

w

Nov. 14, 1961
Ashland, Oregon

Governor Mark Hatfield - Hiway
Salem, Oregon

Dear Sir:

My problem might seem small to some people, but to me it is very large indeed. I live just outside the city of Ashland, Oregon, and the new freeway cuts right through my land; also they are putting a new county road through it, which cuts the land into three different parts. The freeway comes within a few feet of my house, taking the well, pump, and wellhouse. What upset me in the first place was the fact that just before getting to the house, itself, the highway men swerved their lines in about 20 feet, thus just missing the house, but leaving me with a house and no water. It seemed to make no difference what I said about this, because the conversation would come around to "condemning the land," and taking it anyway. Now just across the street from my house there is a very small piece of land that the State had to buy from some other people because it lies just between the old, or present, Butler Creek Road, and the new Butler Creek Road which is scheduled to be built. On this land, approximately 80 feet from my house, is a well which has been drilled and capped over and which would provide plenty of water for my house and yard. We have been to see the Resident Engineer several times, and he has been out to see this well, and to measure distances from the road, etc. He agrees that the well is on dead land and will never be of any use to anyone, and yet he says there is nothing I can do about purchasing it or getting an easement on enough of this land to use the well. I have talked to the men in the Highway Dept. in Medford, and they will do absolutely nothing - saying that I can probably get an easement to this land after the entire highway project is completed. But you cannot live in a house without water. I have two children to support, and I must know what to do about this. Can you please help me?

Thank you very much.

Sincerely yours,
Mrs. Irene E. Bradshaw
102 Butler Creek Rd.
(P.O. Box 461)
Ashland, Oregon

RECEIVED
30 1961
FORM E-30 90M 6-61 96661
FOR FILING

5711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1961

SUBJECT: Talent Irrigation District Agreement

To: Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

Please find attached a copy of our last letter to the Talent Irrigation District. Certain revisions in the agreement had to be made to satisfy the district. As soon as we receive the signed copies of the agreement, we will obtain extra copies for distribution.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:bjk
Attachment
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
NOV 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 80M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 29, 1961

Mr. F. P. Farrell
Attorney at Law
Suite 230 Franklin Building
Medford, Oregon

Re: Talent Irrigation District
Agreement

Dear Mr. Farrell:

Thank you for your letter of November 28. As promised on the telephone, however, I am enclosing herewith three copies of the agreement as revised which deletes from paragraph 2 under THINGS TO BE DONE BY STATE any mention of the contractor's liability. As stated in Mr. Sollis' letter of November 17, 1961, our contractor is liable to the State for any claims that may arise due to the interruption of irrigation and his contract is covered by a bond in excess of $1,800,000.00.

In reviewing the agreement's Exhibit "A," it was Mr. Litchfield's opinion (he is our Utility Engineer) that several pages could be deleted inasmuch as they referred to matters other than those between the irrigation district and the State. The Exhibit "A," therefore, attached to this new agreement has several pages deleted and will not conform to the two copies which you have.

Mr. Litchfield will be in Medford on December 5 and will contact either your office or the district as to the time and location of the meeting. At that time he will fully explain the change in Exhibit "A."

If the district approves the agreement, please have them sign all three copies and turn them over to Mr. Litchfield who will bring them back to Salem for the Highway Commission meeting on December 8. After they are signed by the Commission, a fully executed copy will be returned to the district.

Thank you very much for your cooperation and assistance in this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:bjk
Encls.
cc: Ted Litchfield
L. I. Lindas
G. S. Paxson ✓
Tom Edwards

By
FRANK C. McKINNEY
Chief, Office Section

RECEIVED
V 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5991

November 16, 1961

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5991, awarded October 20, 1961, for grading-structure on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
V 11 1961
FOR FILING

I-5-1 (35) 12

4991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

To: MEMO TO FILE

SUBJECT: Talent Irrigation District
Land Exclusion
Crossing Agreement

On Wednesday, November 8, 1961, the undersigned and Mr. Litchfield met with Mr. Walter Hoffbuhr, Secretary-Manager of the Talent Irrigation District, Mr. Jim Callan, Project Engineer, Bureau of Reclamation, and Mr. F. P. Farrell, Attorney for the Talent Irrigation District.

The meeting covered the subject of land exclusion and the approval of a crossing agreement by the district. As regards the land exclusion, we have presently purchased 57 acres which are subject to assessments of the irrigation district and there are a few parcels yet under condemnation. Because of the failure of the irrigation bill in the last legislature, the district prefers to wait until 1963 before including the land in order to attempt to pass legislation to offset their loss of O & M revenue. I have been assured that whatever happens in the '63 legislature, the district will at that time cooperate in the exclusion of the land.

As regards the approval of the crossing agreement, the attorney for the district desired one change in the agreement to the effect that the following sentence be changed from "any damage resulting from the loss of irrigation water shall be borne by State's contractor" to include the state as being responsible for any damage. The problems arising from this suggested change are presently being adjusted and will undoubtedly be worked out in the near future.

Jack L. Sollis
Jack L. Sollis
Staff Attorney

JLS:ckr
cc: L. I. Lindas
G. E. Rohde
Frank McKinney
G. S. Paxson
Ted Litchfield
Curt Baker

RECEIVED
OV 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424
4971

NOV 9 1961

Oregon State Highway Department
Salem, Oregon

Attention: Tom Edwards - Construction Engineer

Re: North Ashland Interchange -
South Ashland Interchange
Section Pacific Highway

Gentlemen:

The construction plans and profile sheets for the North Ashland Interchange - South Ashland Interchange Section of the Pacific Highway have been approved by the Bureau of Reclamation pursuant to Article 9 of Contract No. 14-06-100-1306, dated September 12, 1957, between the State of Oregon and this Bureau. One set of the approved plans are enclosed herewith for your records.

Our approval of the plans has been given subject to certain changes which have been mutually agreed to. These changes are set forth in your letter to our Construction Engineer at White City, Oregon, dated September 22, 1961, a copy of which was furnished this office.

A copy of the approved plans along with a copy of the Special Provisions for the above mentioned Highway which was furnished this office with your letter of October 2, 1961, are being forwarded to our Construction Engineer at White City, Oregon.

Very truly yours,

M. B. Austin

Assistant Regional Director

COPY OF PLANS TO
GEN FILES 11-13-61
I

COPIES OF LETTER TO:
DB PARKES (3)
DIVISION (2)
GEN FILES (1)
11-13-61
I

Enclosure

Copy to: Const. Engr., White City, Ore.
(w/encl)

Litchfield

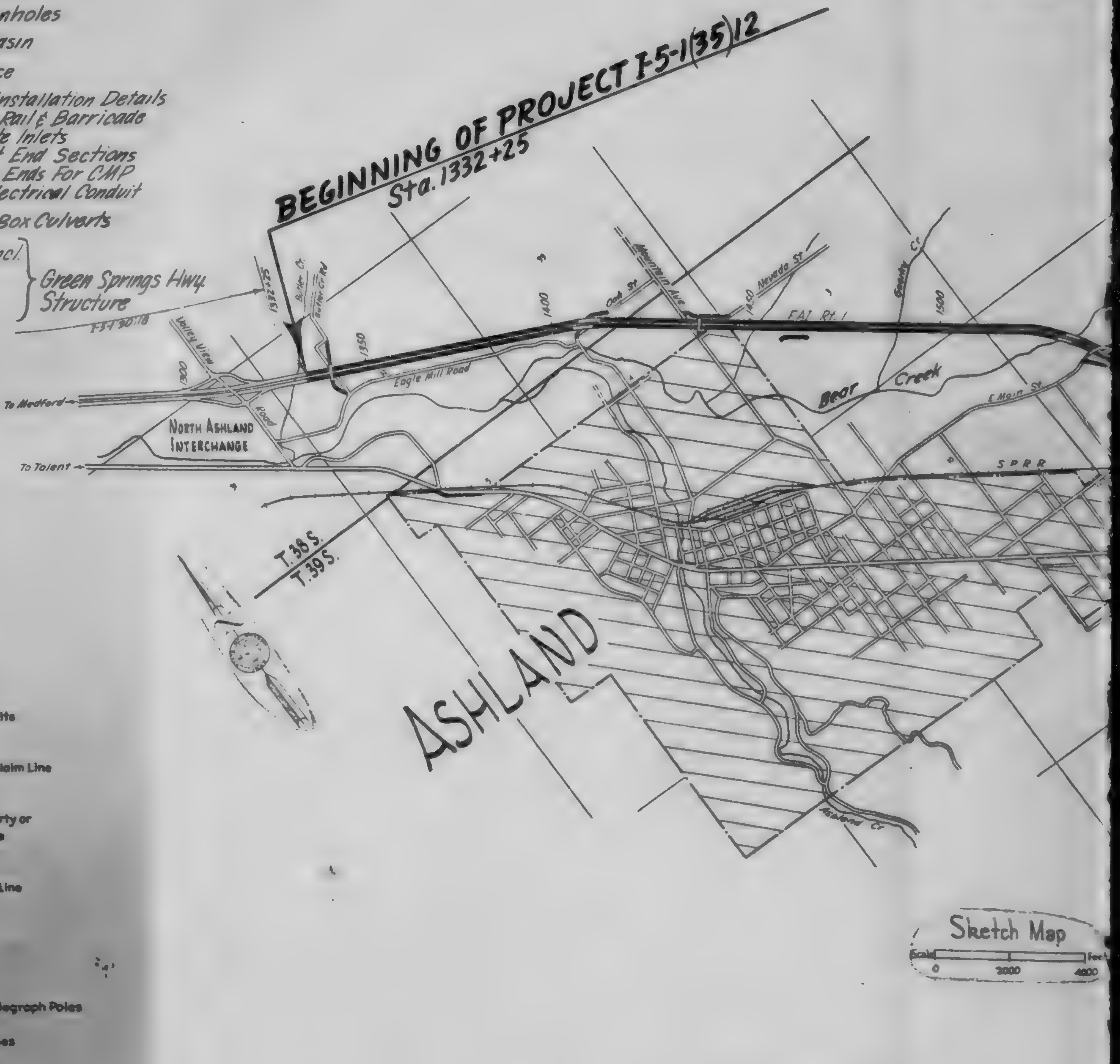
RECEIVED
NOV 13 1961
OREGON
STATE HIGHWAY COMMISSION

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2-2A2B2C	Typical Sections & Details
2D	Summary
3-6	Plan & Profile
6A	Profile (Mtn. Ave. & Nevada St.)
7-10	Plan & Profile
10A	Profile (E. Main St. & Tollman Rd.)
11	Plan (Green Springs Highway Mt.)
11A-11B	Profile (" " " ")
11C	Grading Plan (" " " ")
12-14	Plan & Profile
15	Plan (S. Ashland Interchange)
15A-15B	Profile (" " ")
15C	Grading Plan (" " ")
16	Plan & Profile

Drg. No's.
1833-Oiling Details
2050, 2050-A } Manholes
2051-End Basin
2085, 2085A } Fence
2091-CMP Installation Details
2094-Guard Rail & Barricade
2105-Concrete Inlets
2107-Culvert End Sections
2112-Sloped Ends For CMP
1R2-2086-Electrical Conduit
9795, 12950 } R.C. Box Culverts
17108-17111 Incl., 14656, 14660, S-267 } Green Springs Hwy. Structure

STATE OF
STATE HIGHWAY
PLANS FOR PROPOS
GRADING & STRU
N. ASHLAND INTERCHANGE-S.A
PACIFIC HIGH
JACKSON COUN
OCTOBER, 196


BEGINNING OF PROJECT I-5-1(35)12
Sta. 1332+25
1332+25
Butler Cr.
Butler Cr. Rd
I-5-1 90.118
Valley View Road
1300
1350
1400
1450
1500
Eagle Mill Road
Oak St
Mountain Ave
Nevada St
FAI Rt. 1
Bear Creek
E Main St
To Medford
NORTH ASHLAND INTERCHANGE
To Talent
S P R R
T.38 S.
T.39 S.
ASHLAND
Ashland Cr
Sketch Map
Scale 0 2000 4000 Feet

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

N. ASHLAND INTER.- S. ASHLAND INTER. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

Approved pursuant to Article 9 of
Contract No. 14-06-100-1306 dated
September 12, 1957

OF OREGON
WAY DEPARTMENT
ROPOSED PROJECT
& STRUCTURE
-S.ASHLAND INTERCHANGE SECTION
C HIGHWAY
ON COUNTY
OBER, 1961

STATE OF OREGON (through the State
Highway Commission)

By______________________________
Chairman, State Highway Commission

By______________________________
Member

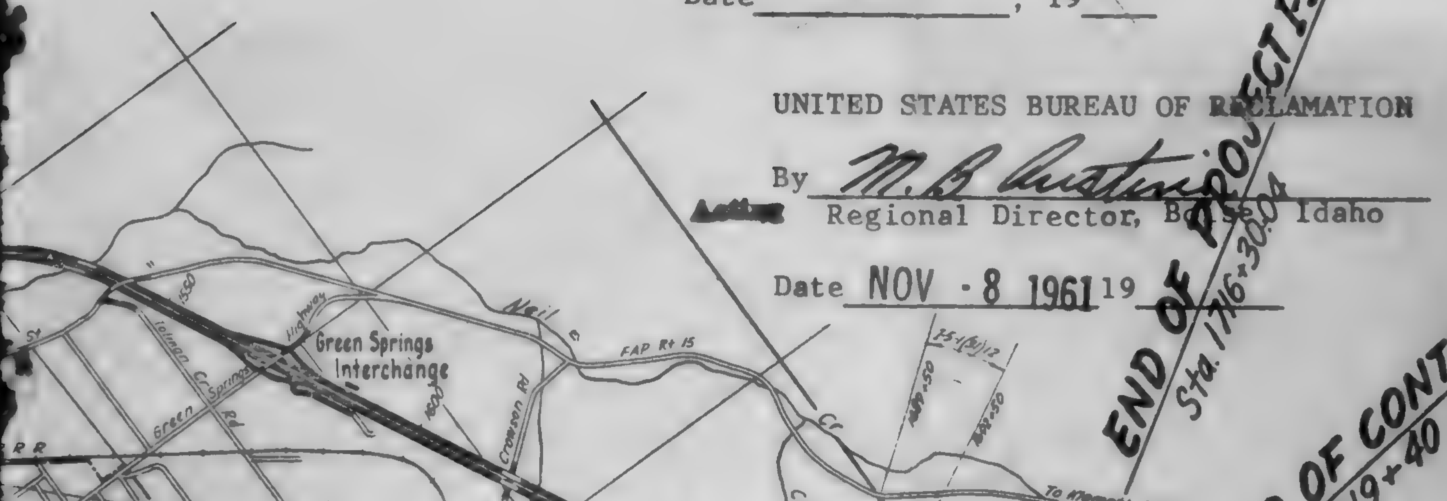
By______________________________
Member

Date_____________, 19___

UNITED STATES BUREAU OF RECLAMATION

By M. B. Austin
~~Acting~~ Regional Director, Boise, Idaho

Date NOV - 8 1961 19___


Green Springs Interchange
Green Springs Highway
Green Springs Rd
Tolman Cr
Crowson Rd
Neil Cr
FAP Rt 15
FAP Rt 3
Clayton Cr
To Klamath Falls
Tolman Cr
South Ashland Interchange
To State Line
1650
1700
1800
I-5-1(35)12
R R

END OF PROJECT I-5-1(35)12
Sta. 1716+30.04

S. END OF CONTRACT PROJECT I-5-1(35)12
Sta. 219+40

EQUA. Sta 1716+30.04 Bk. = Sta 204+78.70 Ahd.

Map

4000 Feet

Forrest Cooper
JULY 8, 1939

W. C. WILLIAMS
AUG. 4, 1927

Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
M. K. McIver Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: ____________________

DIVISION ENGINEER DATE

RECEIVED
NOV 1 1961
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5991

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 31, 1961

Mr. W. H. Hoffbuhr
Secretary-Manager
Talent Irrigation District
P.O. Box 467
Talent, Oregon

Re: South Ashland-North Ashland
Interchange Sections
Pacific Highway
Jackson County

Dear Mr. Hoffbuhr:

In reply to your letter of October 28, 1961, to Mr. Paxson, please be advised of the following:

We have an agreement with the United States Bureau of Reclamation concerning the crossing of all irrigation and highway facilities located within the boundaries of the Talent Division of the Rogue River Project. This agreement provides that any time either party desires to cross the facilities of the other, all that is required is approval of plans by the party whose facilities are being crossed. In the instant case, we have received approval from Mr. Callen, Project Engineer, in White City, of our plans for crossing your facilities.

I will bring a copy of the agreement with me when I come down next week and go over it with you; however, I believe that the agreement will eliminate any necessity for the submission of the agreement between the district and the Highway Commission to the Boise office of the Bureau of Reclamation.

Sincerely yours,

L. I. LINDAS
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:BJK
cc: L. I. Lindas
G. S. Paxson ✓
Ted Litchfield

RECEIVED
OCT 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1961
FOR FILING

5991

Salem, Oregon
October 31, 1961

South Ashland-North Ashland
Interchange Sections
Pacific Highway
Jackson County

Mr. Jack Sollis

Herewith copy of a letter from the Talent Irrigation District advising that approval of the U. S. Bureau of Reclamation is necessary before signing the agreement covering their facilities.

I understand that you will be seeing them next week. Will you please see if it can be straightened out.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

Talent
Irrigation District
KEystone 5-1529 P. O. BOX 467 TALENT, OREGON

October 28, 1961

Mr. G. S. Paxton
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In answer to your letter of October 24, 1961 concerning the agreement on the Highway crossings of the facilities of the Talent Irrigation District, I wish to inform you that it will be necessary for you to submit a copy of said agreement to the United States through their Bureau of Reclamation, Boise, Idaho. This action becomes necessary as the District is now engaged in a repayment contract with the United States for the repayment of construction charges of the Talent Project.

Yours truly,

W. H. Hoffbuhr
Secretary-Manager

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OCT 30 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING

5441

October 24, 1961

Mr. W. H. Hoffbuhr
Talent Irrigation District
630 Glenwood Drive
Ashland, Oregon

Re: North Ashland Interchange-
South Ashland Interchange
Jackson County - Pacific Highway

Dear Sir:

Our field forces have discussed with you, and I believe reached agreement with you, on the crossings of the facilities of the Talent Irrigation District in the vicinity of Ashland. I enclose herewith two copies of an agreement between the District and the State covering the crossings of these facilities. I believe you will find these in accord with conferences and would request that they be presented to your Board of Directors for execution. They have already been approved by the State Highway Commission and signed by the Secretary.

Upon completion of the agreement please return one signed copy to this office for our files. The other copy is for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams
Mr. F. D. Morgan
Mr. Theo. W. Litchfield

RECEIVED
OCT 24 1961
FOR FILING
[illegible]
5991

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-1(35)12

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-5-1(35)12, North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway, we hereby concur, as of this date, in award of Contract No., 5991 to C. R. O'Neil, of Creswell, Oregon, low bidder in the amount of $1,829,313.50 at the October 18, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
NOV 23 1961
FOR FILING

AGENDA
OCT 30 1961
4 h

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

SUBJECT: Crossing Agreement
Talent Irrigation District
North Ashland Interchange-
South Ashland Interchange Section
Pacific Highway

To: G. S. Paxson
Assistant State Highway Engineer

Office

Attached please find seven copies of an agreement covered by the above subject, requested by you in your letter of September 25, 1961,

Additional copies are available through this office if you should require them.

Jack L. Sollis
Jack L. Sollis
Staff Attorney

JLS:ckr
Att.

RECEIVED
OCT 10 1961
Office of
STATE HIGHWAY ENGINEER

(A)
2 COPIES TO
BE SIGNED
(by Secretary)

10-27-61 Ruth Nelson has ~~2~~ 4 copies

M

RECEIVED
SEP 26 1961
FOR FILING
Const
B/A
Pacific Hwy

Salem, Oregon
September 25, 1961

Crossing Agreement-Talent Irrigation District
North Ashland Interchange-South Ashland
Interchange Section
Pacific Highway

Mr. Jack Sollis

Herewith a copy of a letter from C. H. Baker requesting an agreement with the Talent Irrigation District, covering crossing of the Irrigation District's facilities.

I understand you are handling this by letter with the Bureau of Reclamation.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

4 copies of A [illegible]

FORM E-30 50M 2-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

SUBJECT: Crossing Agreement
Talent Irrigation District
North Ashland Interchange-
South Ashland Interchange Sec.
Pacific Highway
Jackson County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

A meeting has been held with Mr. Walter Hoffbuhr of the Talent Irrigation District, Mr. James Callan of the U. S. Bureau of Reclamation, and Mr. T. W. Litchfield, of the Oregon State Highway Department, concerning the subject project. The Bureau and the District made a number of requests at that time. They have been incorporated into the plans, and an agreement may be drawn covering the following points:

THINGS TO BE DONE BY THE STATE:

1. Prepare plans and specifications, let and award all contracts, and supervise the construction of said project.
2. Conduct the work in such a manner as to not interrupt the flow of irrigation water or disturb facilities during the irrigation season. Any damage resulting from the loss of irrigation water shall be borne by the State's contractor.
3. All structural maintenance which must be done within the access control lines.

THINGS TO BE DONE BY THE DISTRICT:

1. Approve plans and specifications as prepared and presented herewith.
2. All operational maintenance and all structural maintenance which may be done outside the access control lines.

Please forward this information to the Legal Division for preparation of a formal agreement.

Tom Edwards
Construction Engineer

By C H Bak

C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
SEP 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fp

RECEIVED
1961
FOR FILING

FORM E-125-X 50M 1-61
COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(26)12

NOTED
W. C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 4, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Seven Oaks-Ashland Section
Pacific Highway
Jackson County
Oregon Project I-5-1(26)12

Dear Sir:

This will reply to your letter of September 7, 1961, regarding justification of private facilities on the North Ashland Interchange-South Ashland Interchange Section.

File 31169 (L-3859), Jones, involves a property with a substantial area landlocked under our original right of way acquisition. Our appraisers estimated that the severance damages to this property would be reduced in the amount of $5,150 if access could be provided to the severed remainder.

Under File 33490, Applegate, we procured for $1,000 an easement for the purpose of providing access to this property. The State Highway Commission, on September 15, 1961, dedicated this easement to the public, thereby satisfying the requirement of access to the Jones remainder at a saving, in the view of our appraisers, of $4,150.

The frontage road shown on pages 9 and 10 of the North Ashland Interchange-South Ashland Interchange Plan is provided to serve the remaining property under File 31186, Peterson, and File 31187 (L-3853), Wyckoff. The cost of right of way for this road is approximately $5,000 under File 31185 and $600 under File 31186--a total of $5,600. The cost of construction of this frontage road should not exceed $750. Damages due to landlocking would have amounted to at least $6,500 under File 31186 and $14,500 under File 31187.

Mr. C. G. Polk
Page 2
October 4, 1961

The advantage in saving of highway funds by virtue of construction of access, as shown on our plans, is quite obvious. We believe that the right of way purchases and the plans should be approved for full Federal participation.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. R. L. Porter
Mr. L. I. Lindas

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1961
STATE [illegible]

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SEP 27 1961
FOR FILING
F-S-1( )12
5971

September 26, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: North Ashland-South Ashland
Section
Pacific Highway
Jackson County

Dear Sir:

We propose to advertise, for award at the next meeting of the Highway Commission, the construction of the North Ashland-South Ashland Section of the Pacific Highway in Jackson County.

We have previously filed with you an agreement covering the railroad undercrossing and the construction of the new railroad embankment for the line change. The project statement for the next contract will include the Railroad's costs for placing ballast and track upon the line change. This is estimated at $17,400, and is based upon the installation of 1,740 feet of track at $10 per foot. The Southern Pacific Company is preparing the agreement to cover this second phase of the project and has assured me that we will have it prior to the date of opening of bids.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:cm
cc Mr. W. C. Williams

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SEP 29 1961
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Folk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(35)12, N. Ashland Interchange-S. Ashland Interchange Section, Pacific Highway

We have approved, as of this date, the P. S. and E. documents for the grading and structure of the North Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway, Jackson County.

This is to authorize your advertising for bids. This authorization is given subject to the condition that the following corrections will be made:

1. In the Special Provisions:
    a. Page 76 the last sentence of the penultimate paragraph -- Revise to provide one such sign shall be mounted below each "Construction Identification Sign" required by the plans.

2. On the plans:
    a. Sheet 3 -- Access control line fence on the left - insert note "Construct Type 2 Fence".

    b. Sheet 5 -- Telephone line crossing at Station 1413±90 -- Correct elevations shown for low wire.

    c. Sheet 6 -- Two-inch water line on Nevada Street -- Indicate whether it is to be relocated by others or as extra work.

    d. Sheet 10 -- Note on profile for East Main Street Detour regarding the main line grading -- It appears this should be shown as an exception since the undercrossing structure and surfacing of East Main Street are not provided for in this project.

    e. Sheet 11 -- The relocation of the two-inch water line shown on the right between Stations 1559 and 1566+ and crossing the main line at Station 1559 according to the right-of-way options is an obligation of the State and not by others as noted.

Foster

-more-

f. Sheet 12 -- Indicate what is to be done with existing 8" concrete pipe on the right of the main line and along the southerly side of Clover Lane.

g. Sheet 15 -- The access control line fence indicated on the right between G-line Stations 171+ and 197+ will require a number of openings until the frontage road is surfaced under a future project and opened to traffic. It should be deleted and included in a future project.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and the submission of satisfactory agreements with the Talent Irrigation District and the Southern Pacific Company.

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SEP 27 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 25, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
North Ashland Interchange-
South Ashland Interchange
Proposed Bid Opening
October 18, 1961

Dear Sir:

All rights of way or rights of entry have been obtained as of this date except for File No. 31169 - Jones - estimated at $13,000.

A filing will be made by Wednesday, September 27, on this file. The filing had been delayed to permit the State Highway Commission to dedicate, as a public road, an easement purchased for access to this property in order to mitigate a very high damage.

The utility relocation status is reported in the letter which is attached.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sg
Attachment

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

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SEP 26 1961

FORM E-128-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 22, 1961

U.S. Department of the Interior
Bureau of Reclamation
P. O. Box 386
White City, Oregon

Construction Plans
North Ashland Interchange-
South Ashland Interchange
Pacific Highway
Jackson County

Attention Mr. J. A. Callan

Gentlemen:

We have received your letter of September 15th in which you make reference to our preliminary plans on the above-named section. You have asked for certain changes and we believe that the necessary revisions have been incorporated in the construction plans which are enclosed. The changes you requested will be discussed in the order they appear in your letter.

1. The crossings have all been changed to concrete pipe with rubber gasketed joints.

2. The stop plank grooves have been changed to 2¼-inch channels with anchor bolts (see Sheet 2B).

3. You have received recently plans of our design for the protection of the 30-inch and 24-inch siphons. We feel this to be more satisfactory than the protection you requested.

The additional changes which you have requested are discussed as follows:

1. On Sheet No. 7, Station 1447+75: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

2. On Sheet No. 7, Station 1457+00: The 24-inch pipe has been realigned to lie in the existing ditch and

extended to the access control lines, thus eliminating any new ditch.

3. On Sheet No. 7, Station 1469+06: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

4. On Sheet No. 8, Station 1474+60: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

5. On Sheet No. 11, Station 1582+95: The exact relocation of the irrigation ditch will be determined at the time of construction to the satisfaction of all parties concerned. The State is exercising the same easement for the relocation of this ditch as the District now exercises. This allows the ditch to be moved anywhere within the property lines.

6. On Sheet No. 13, Station 1625+80: This pipe has been extended to the right of way line, thus eliminating the cut-off ditch.

7. On Sheet No. 13, Station 1637+42: The 24-inch pipe has been realigned to lie in the existing ditch and extended to the access control lines, thus eliminating any new ditch.

8. On Sheet No. 13, Station 1642+00: This pipe has been relocated at Station 1648+00 with the ditch on the east side. This will provide service to the property owner for the area between Stations 1642 and 1648.

There will be no further easements obtained by the State, since the existing easements the District has are in effect for the new location of the ditches.

Very truly yours,

Tom Edwards
Construction Engineer

By

C. H. Baker
Asst. Field Construction Engineer

TWL:jw

cc Forrest Cooper ✓
L. I. Lindas
R. L. Porter
W. T. Wright
F. D. Morgan

H. T. Nelson
P. O. Box 937
Boise, Idaho

W. H. Hoffbuhr
680 Glenwood Drive
Ashland, Oregon

RECEIVED
SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

IN REPLY REFER TO

Rogue Project Office
P. O. Box 186
White City, Oregon
September 15, 1961

CONSTRUCTION DIVISION
RECEIVED
SEP 19 1961
NOTED- ☐ ☒ ☐ ☐ ☐
CE ACE ACE CDE
CB

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. L. I. Lindas, Chief Counsel

Gentlemen:

Thank you for the opportunity to review the plans as to irrigation crossing structures of the Talent Irrigation District over and across the proposed North Ashland Interchange--South Ashland Interchange section of the Pacific Highway.

As discussed with your representative, and Mr. Walter Hoffbuhr of the Talent Irrigation District, and myself on August 29, the following changes are recommended.

1. All crossings should be concrete pipe with rubber waterstops, or transite pipe. *Done conc pipe.*

2. On Sheet No. 2B, Diversion Box Detail, stop plank grooves should be 2-1/4 inch channels with anchor bolts imbedded in the concrete. *done*

3. On Sheet No. 4, the 30-inch I.D. Billings Siphon and the 24-inch steel pipe siphon should be encased similar to the Medford Irrigation District's Bear Creek Siphon, Phoenix Interchange, recently constructed by R. A. Heintz Construction Company of Portland, Oregon. *Equivalent designed*

In addition, the following changes should be made at various locations:

1. On Sheet No. 7, Station 1447+75, the siphon should extend away from the Access Control Line (without indenting it) so that there is working room between the access control line and the structures at the ends of the siphon. This will make it possible for irrigation district forces to service the boxes without hindrance from the confines of the fence. *to be done under construction*

REFERRED TO
Stanfield
Construction Engineer

2. On Sheet No. 7, Station 1657+00, extend the 24-inch pipe a few feet beyond the highway fence to eliminate the open ditch on the Interstate Highway right-of-way and provide working room for the irrigation district around the structures. pipe realigned to lie in existing ditch & extend outside the fence

3. On Sheet No. 7, Station 1669+06. Same as Item No. 1. same as #1

4. On Sheet No. 8, Station 1674+60. Same as Item No. 1. ✓ ✓

5. On Sheet No. 11, Station 1582+95, the relocated irrigation ditch seems to be located too close to the fence line. The State Highway Department should provide adequate working room between the fence and the ditch. Also, no right-of-way width is specified for the irrigation ditch. Ditch located on pvt property exact location to be worked out on construct.

6. On Sheet No. 13, Station 1623+50. Same as Item No. 2. Extended pipe to R/W line eliminated cut off ditch.

7. On Sheet No. 13, Station 1637+42. Same as Item No. 2. same as #2

8. On Sheet No. 13, Station 1642+00. Same as Items No. 2 and No. 5. Relocated at 1698+00 with ditch on east side to serve prop. owner better.

Adequate records of the rights-of-way for the relocated laterals should be forwarded to the [illegible] Irrigation District for its file.

Very truly yours,

J. A. Callan
Construction Engineer

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I. [illegible]

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of revised right of way plans, sheet No. 7 for the N. Ashland Interchange-S. Ashland Interchange Section, Project No. I-5-1(26)12; and sheet No. 3 for the Rice Hill-N. Oakland Jct. Section, Project No. I-5-3(17)145.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

CL:jb

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U SEP 14 1961
FOR FILING

September 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 11, 1961, concerning the relinquishment of a frontage or connecting road at the North Ashland Interchange to Jackson County.

In this case it is our opinion that the subject frontage road is not a part of the federal-aid system but is simply a relocation of Ashland Lane made necessary because of the construction of the Pacific Highway, Project I-5-1(30)18. Had the county road not been situated in this location, the westerly right-of-way line would have been coincident with the access control line (see "FR" Line on sheet 19 of the approved contract plans). This was recognized when the "Throughway Agreement" between Jackson County and the State Highway Commission was executed on January 2, 1959. By terms of this agreement the State is to construct a connecting road from Ashland Lane southwesterly to Valley View Road and when the construction is completed, the County is to assume maintenance and jurisdiction thereof.

Three copies of sheet 19 of the approved contract plans are enclosed which illustrate the matter quite clearly. Your concurrence and approval of the transfer of this frontage or connecting road, under terms of G. M. Williams' circular memorandum dated December 2, 1958, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

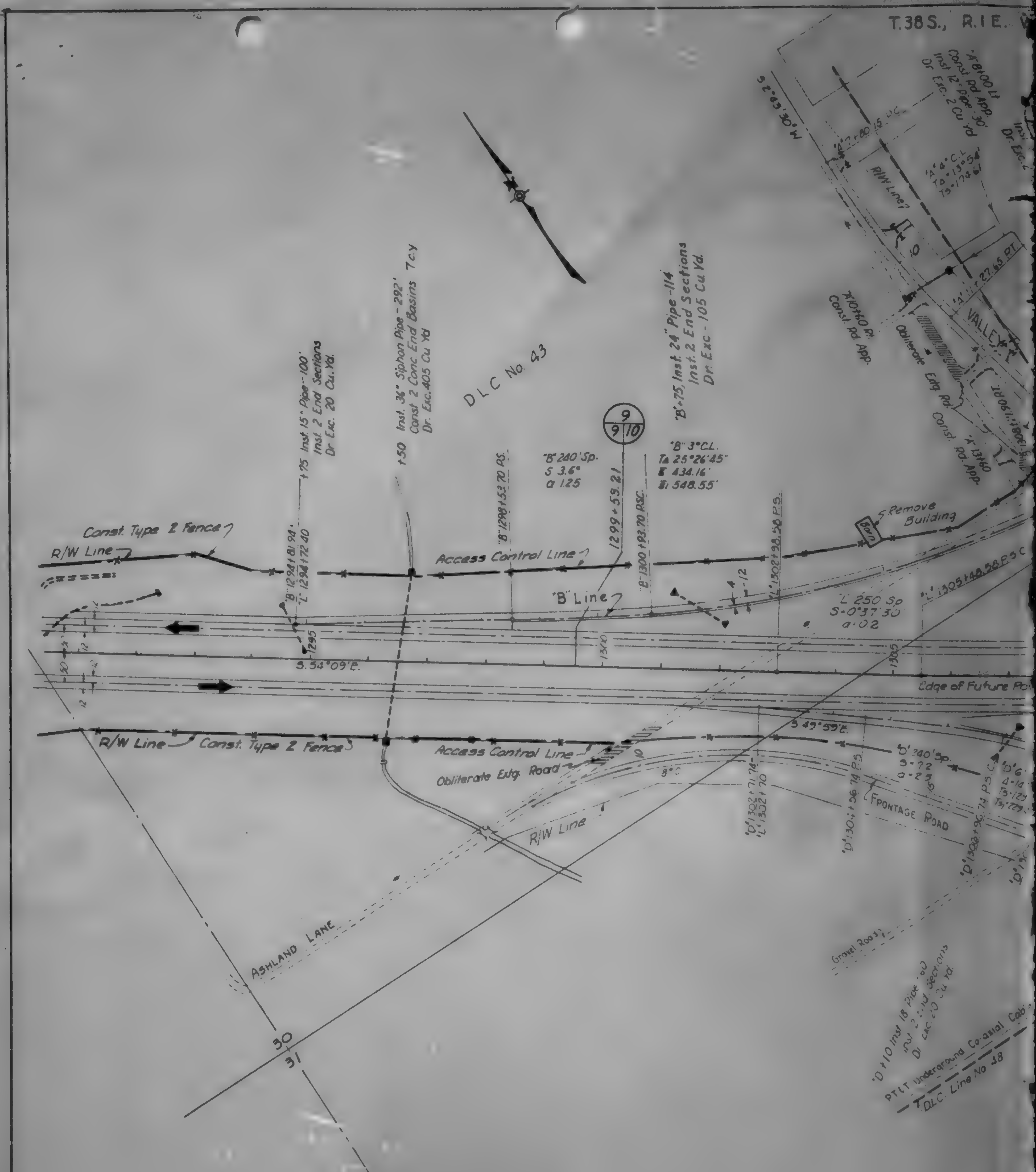
By

R. L. Porter
Office Engineer

RLP:bb

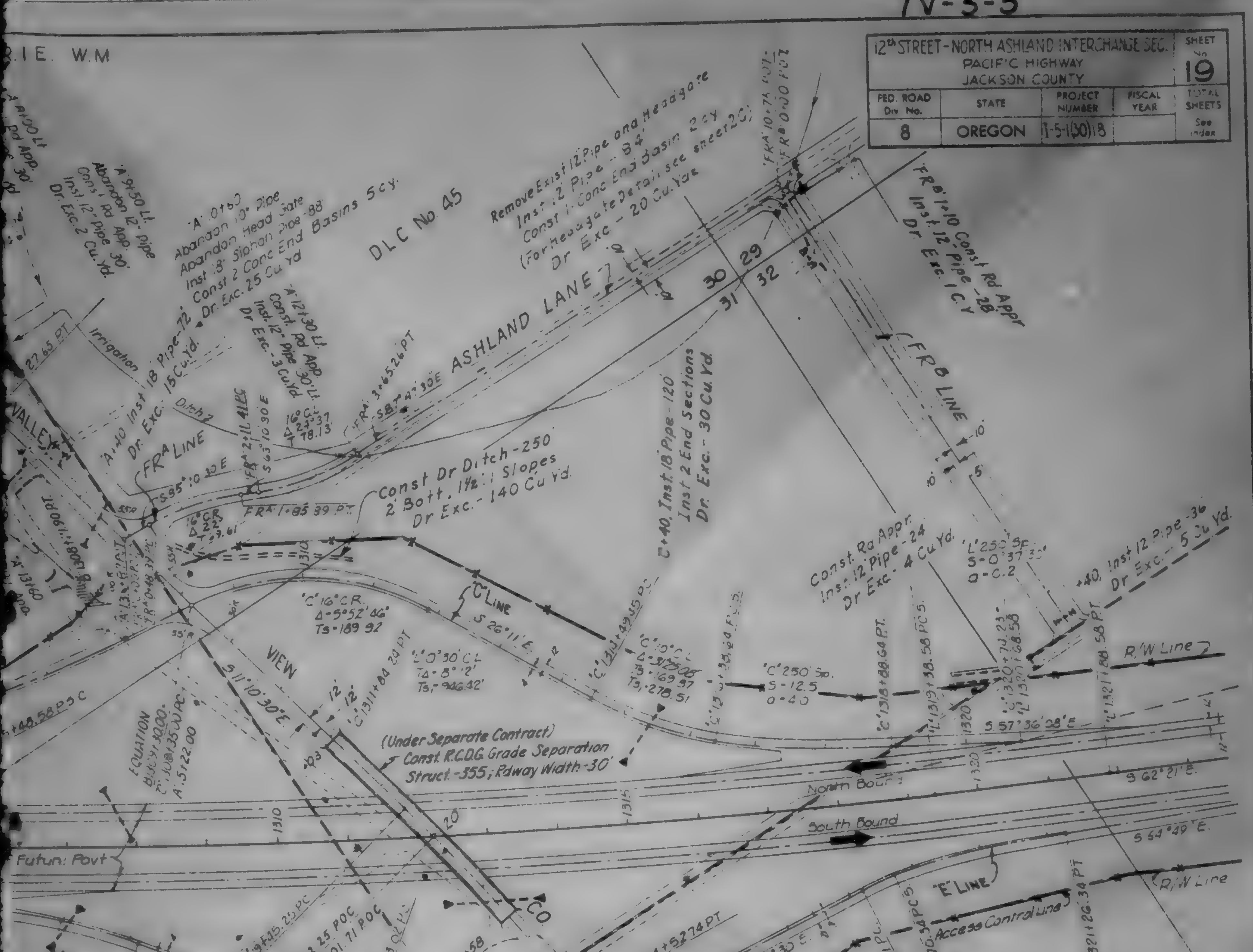
cc: Forrest Cooper
Tom Edwards

BRIDGE DETAILS CHECKED


T.38S., R.1E.
DLC No. 43
9
9 10
+75 Inst. 15" Pipe-100'
Inst. 2 End Sections
Dr Exc. 20 Cu. Yd.
+50 Inst. 36" Siphon Pipe-292'
Const 2 Conc. End Basins 7 c.y.
Dr. Exc. 405 Cu Yd
"B"+75, Inst. 24" Pipe-114
Inst. 2 End Sections
Dr. Exc - 105 Cu Yd.
"B" 240' Sp.
S 3.6°
a 1.25
"B" 3° C.L.
Ta 25°26'45"
T 434.16'
Ts 548.55'
"B" 1298+53.70 P.S.
1299+53.21
"B" 1300+93.70 P.S.C.
1302+98.58 P.S.
"B" 1294+81.94
"L" 1294+72.40
Const. Type 2 Fence
R/W Line
Access Control Line
"B" Line
1295
1300
1305
12
S. 54°09'E.
"L" 250 Sp.
S-0°37'30"
a-0.2
"L" 1305+48.58 P.S.C.
Edge of Future Pa
S 49°59'E.
R/W Line
Const. Type 2 Fence
Access Control Line
Obliterate Extg. Road
R/W Line
"D" 240' Sp.
S-7.2
a-2.5
"D" 1302+71.74
"L" 1302+70
"D" 1304+56.74 P.S.
FRONTAGE ROAD
"D" 1308+96.74 P.S.C.
"D" 6°
Δ-14
Ts-129
Ts-129
ASHLAND LANE
30
31
Gravel Road
"D"+10 Inst 18" Pipe-60
Inst 2 End Sections
Dr. Exc. 20 Cu Yd.
PT&T Underground Co-axial Cable
DLC. Line No. 48
Remove Building
Barn
"A" 8+00 Lt
Const. Rd. App.
Inst 12" Pipe 30'
Dr. Exc. 2 Cu. Yd.
S 29°30'W
"A" 7+80.15 P.C.
R/W Line
"A" 4° C.L.
TΔ-13°54'
Ts-174.61
"A" 11+27.65 P.T.
VALLEY
"X" 10+60 Rt.
Const. Rd. App.
Obliterate Extg. Rd.
Const. Rd. App.
"X" 13+60
"B" 1308+11.90 Rt.
Dr. Exc.

7V-3-3

12th STREET - NORTH ASHLAND INTERCHANGE SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 19
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(30)18		See index



R.1E. W.M
DLC No. 45
D.L.C. No. 48
ASHLAND LANE
VALLEY VIEW
FR^A LINE
FR^B LINE
'C' LINE
'D' LINE
'E' LINE
'FR^A' LINE
A LINE
ROAD
North Bound
South Bound
Future Pavt
R/W Line
Access Control Line
Irrigation
Ditch
Remove Exist 12" Pipe and Headgate
Inst 12" Pipe - 84'
Const 1 Conc End Basin 2 c.y.
(For Headgate Detail see sheet 20)
Dr Exc - 20 Cu. Yds.
'A' 0+60
Abandon 10" Pipe
Abandon Head Gate
Inst 18" Siphon Pipe - 88'
Const 2 Conc End Basins 5 cy.
Dr. Exc. 25 Cu Yd
'FR^B' 1+10 Const Rd Appr
Inst 12" Pipe - 28
Dr Exc. 1 C.Y.
'A' 1+40 Inst 18" Pipe - 72
Dr. Exc. 15 Cu. Yd.
'A' 12+30 Lt
Const Rd App
Inst 12" Pipe 30' Lt.
Dr Exc - 3 Cu Yd
Const Dr Ditch - 250
2' Bott, 1½ : 1 Slopes
Dr Exc. - 140 Cu Yd.
'C' +40 Inst 18" Pipe - 120
Inst 2 End Sections
Dr. Exc. - 30 Cu Yd.
Const Rd Appr.
Inst 12" Pipe - 24
Dr Exc - 4 Cu Yd.
+40, Inst 12" Pipe - 36
Dr Exc. - 5 Cu Yd.
(Under Separate Contract)
Const. R.C.D.G. Grade Separation
Struct. - 355; Rdway Width - 30'
S 11°10'30" E
S 26°11' E
S 57°36'08" E
S 62°21' E
S 64°49' E
S 82°30' E
S 35°44' E
S 1°28'30" W
S 85°10'30" E
S 63°10'30" E
S 87°10'30" E
'C' 16° C.R.
Δ - 5°52'46"
Ts - 189.92
'C' 10° C.L.
Ts - 169.97
'C' 250' Sp.
S - 12.5
a - 40
'L' 250' Sp
S - 0°37'35"
a - C.2
'E' 10° C.R.
250 Spird.
S 12.5
a 40
'D'/'E' 2° C.L.
Ts - 206.45
'Δ' 2° C.R.
'D' 6° C.R.
'E' 1314+52.74 PT
'E' 1321+26.34 PT
'C' 1321+88.58 PT
'C' 1318+88.64 PT
EQUATION
EQUA
25 Const Type 2 Fence
'A' 25+77.75 PT
Adjust Co-axial Cable (By Others)
Co-axial Cable
'A' 21+25 Inst 18" Pipe 140
Dr Exc. 20 Cu Yd
Inst 2 End Sections
1307+75
Inst 15" Pipe - 88
Inst 2 End Sections
Dr Exc 25 Cu Yd
1310
1315
1320
30
29
31
32

NORTH ASHLAND INTERCHANGE

For Profiles See Sheet Nos. 19A & 19B

For Detour Plan & Profile See Sheet No. 21

RECEIVED
SEP 13 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1961

SUBJECT: Irrigation Problems
North Ashland Interchange-
South Ashland Interchange
Pacific Highway
Jackson County

To:

MEMO TO THE FILE

On August 29, 1961 I met with Mr. James Callan, Project Engineer of the U.S. Bureau of Reclamation, and Mr. Walter Hoffbuhr, Manager of the Talent Irrigation District. We examined the plans of the subject section and the Bureau and District wish to have several additions incorporated into the plans:

1. Construct protection for the 30-inch concrete siphon at Station 1361+15.5 and the 24-inch metal siphon at Station 1362+07 similar to that constructed for the large siphon on the Phoenix Siphon Section.

2. Change all pipes which will carry irrigation water to be concrete rather than metal.

3. Install channel iron in the grooves of all diversion boxes.

4. Widen the irrigation ditch within the existing right of way at the south end of the project between Stations 214+50 and 219+00 from 4 feet to 5 feet, whether realigned or not.

The type of protection requested for the 30-inch and 24-inch siphon pipes seems to be somewhat more than necessary. While it is definitely desirable to have a protection over these two pipes, I think that an arch-type protection would prove just as satisfactory, since this would make installation possible without disturbing the existing siphons. They mentioned that the 24-inch pipe is old and very fragile, and that extreme care should be exercised while working around it. These pipes lie about three feet underground and I think that any structure we build over them should be designed so as to not disturb the existing pipes during construction.

The District is not in favor of allowing their irrigation water to flow through metal pipes. They feel that there is too much danger from corrosion. Therefore, they

FORREST COOPER

would like concrete pipe for all their facilities. Since concrete pipe is available in Medford, this should save the department money.

The District has asked that channel iron be installed in the stop plank grooves of all of the proposed diversion boxes. This is standard practice in construction done by the District, and the saving in cost of forming may offset any additional cost of this slight revision. Slots should be 2¼" square inside and use ¼" steel members.

The irrigation ditch which lies parallel to and westerly from the existing highway between Stations 214+50 and 219+00 is now the only portion of the District's ditch in that area which is less than five feet in width. Therefore, the District has requested that the State widen the ditch indicated on the plan to five feet and also to widen the existing ditch which is shown on the plans as to not be disturbed. This ditch is in a rock cut and the widening of that part we do not disturb will be a difficult task. If we elect not to widen this portion of the ditch, the District might not sign any agreement. The box culvert feeding this portion of the ditch is 5' x 3', and its capacity is much less than that of a four-foot bottom ditch with sloping sides. Therefore, I think it unnecessary to widen this existing ditch.

On August 31, 1961 a meeting was held in the field with the following men present:

Mr. J. P. Clark, Grantor
Mr. G. E. Dunn, Grantor
Mr. Clair Ewart, Grantor
Mr. G. F. Phife, Grantor
Mr. W. M. Briggs, Attorney for Clark
Mr. G. J. Scannell, Attorney for Clark
Mr. E. R. Bashan, Attorney for Ewart
Mr. W. M. Bray, Right of Way Agent, O.S.H.D.
Mr. T. W. Litchfield, Utilities Liaison Engineer, O.S.H.D.

These four grantors are all users of water in the Dunn Irrigation Ditch. The purpose of this meeting was to explain the State's plan for handling the irrigation problem and to become acquainted with any additional problems which may not be evident from the location survey.

The plans of August 25th did not show adequate provisions for the irrigation facilities these men needed. After studying the problem in the field and talking to these men, it may be boiled down to the simple statement that irrigation water is needed on all that land lying easterly of the proposed right of way which is now under irrigation, or was irrigated prior to the construction of the Mistletoe Railroad Undercrossing Section.

This involves getting water under the proposed freeway to all points from Cronson Road (Station 1619+28) to the South Ashland Interchange (Station 1695) which now (or did) receive water. In order to accomplish this, cross culverts or siphons must be installed in all irrigation laterals now in existence. Several of these must be located in the field between Stations 1654 and 1695, and also a ditch parallel to the right of way line must be provided throughout some of this area to provide adequate irrigation to the easterly fields.

Another potential solution to part of this problem should be investigated between Stations 1665 and 1685. There is an existing ditch lying roughly parallel to and lying from about 15 to 50 feet easterly from our proposed easterly right of way line. This narrow strip between the existing ditch and our proposed right of way line will require the same cross pipes and ditch parallel to the right of way line that would be necessary for a much larger area. Therefore, I feel it worthwhile to determine how much land is involved here, and if it would be cheaper to purchase this land and not irrigate it.

Mr. Clark has a problem which involves land lying easterly of our proposed right of way between Stations 1684 and 1695. This has been cut off from irrigation by our construction of the Mistletoe Railroad Undercrossing section. In order to get water to his land, a pipe must be installed across our proposed alignment in the vicinity of Station 1690.

The proposed relocation of the Dunn Irrigation Ditch within the South Ashland Interchange has been worked out satisfactorily in the Design office. However, it is recommended that the 12-inch pipe originally indicated at this location be enlarged to 15-inch. All the four men involved thought a 12-inch pipe too small for this water.

In view of the above facts, the following is recommended:

1. Design suitable arch type protection for the two siphons at Stations 1361+16 and 1362+07, and state in the special provisions that any damage to these pipes during construction will be the responsibility of the contractor.

2. Change all irrigation pipes from metal to concrete.

3. Install channel iron in the stop plan grooves of the diversion boxes.

4. Widen the relocated irrigation ditch at the south end of the project from four feet to five feet.

5. Study the irrigation problems involved with the Dunn Irrigation Ditch and design a suitable solution for all the four grantors.

6. Change the 12-inch pipe proposed to take the place of the Dunn Irrigation Ditch at the South Ashland Interchange to a 15-inch pipe.

T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:jw

cc Forrest Cooper
R. L. Porter
V. G. O'Neil
F. L. Hall
W. T. Wright
L. I. Lindas
F. D. Morgan
Larry Holt
W. M. Bray
W. E. Merrill

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SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 1961
FOR FILING
I F 5-1(35)
-991

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 7, 1961

By:

08-35.5 C. G. Polk, Division Engineer
Salem, Oregon

D. M. Emrich
Acting Division Engineer

Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for each of the following projects:

I-5-1(26)12 N. Ashland Interchange-S. Ashland Interchange

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

Printer

RECEIVED
SEP 8 1961
FOR FILING

I-5-1(26)12

5991

UNITED STATES GOVERNMENT

Memorandum

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 7, 1961

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-5-1(26)12
N. Ashland Interchange - South Ashland Interchange
Justification of Private Facilities

Mr. R. L. Porter's letter, dated July 31, 1961, sent plans and estimate as a basis for project agreement on this project.

We are forwarding the necessary documents to our Washington office, with the notation that we would request the State to furnish justification for the purchase of certain parcels.

Refer to page 6 of the plans, approximate Station 1485, file [illegible] and please advise us of the need to purchase this parcel. Also refer to pages 9 and 10 of the plans, approximate Station 1983, files 31185 and 31186. The frontage road appears to be a facility which will benefit private property and must be justified. Please furnish us with such justification.

Porter
Wright.

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FOR FILING

[illegible]

5991

Salem, Oregon
August 15, 1961

Clayton Creek
North Ashland Interchange-South
Ashland Interchange Section
Pacific Highway

Mr. Frank Hall
Office Engineering
BUILDING

I have reviewed the drainage and irrigation picture at Clayton Creek in the South Ashland Interchange.

Clayton Creek has a drainage area of 2.34 square miles at the frontage road crossing site. Using the latest U.S.G.S. data, I would predict a 50-year discharge of 130 c.f.s. for this site. The present 36-inch concrete pipe has available headwater depth of 6.5 feet to point of overflow and a capacity of a little more than 80 c.f.s. (about a 15-year flood) at this depth. I have no knowledge that the culvert has given trouble. Dunn Ditch has a water right to 0.88 c.f.s. from Clayton Creek. I don't know what percent of the normal summer flow this water right represents.

It is proposed that the existing 36-inch concrete pipe be extended through the frontage road and that the irrigation diversion structure be placed at the inlet of the culvert. A sketch is enclosed showing this arrangement.

If the existing 36-inch concrete pipe were extended with 36-inch concrete pipe, the necessary headwater elevation to handle 130 c.f.s. would be between 66.0 and 72.0, which, of course, is too high.

Since it is likely that the lower 36-inch concrete pipe will flow full due to friction for a discharge of 130 c.f.s., culverts were investigated for both inlet and outlet control. In the table below the higher headwater elevation should be taken as controlling.

Size of Extension Pipe	Headwater Elevation Inlet Control	Headwater Elevation Outlet Control
36" Concrete with tapered inlet	66.6	66.0
48" Concrete	63.3	63.8
48" CMP	65.0	66.5
54" CMP	63.2	64.2

On the basis of this data, I would recommend using 48-inch concrete pipe connected to the existing 36-inch concrete pipe with a corrugated metal taper section. As an alternative, I would recommend using the 54-inch CMP extension and CMP taper connection.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

enc.

RECEIVED
JAN 8 1963
FOR FILING

I-5-1(2) 12

2771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1962

SUBJECT: Complaint of J.P. Clark & R.E. Van Vleet
North Ashland Inter.-South Ashland Inter.
Assignment No. 27-M

To: F. D. Morgan
Construction Engineer
Salem, Oregon

In regard to the complaint of J.P. Clark and R.E. Van Vleet on the North Ashland Interchange-South Ashland Interchange, I am submitting a letter and sketch map from Bill E. Brown, Resident Engineer, explaining the conditions surrounding this subject complaint. As stated in the complaint from W. N. Briggs, Attorney at Law, we have trespassed on the Clark property to construct an "end basin" (basin to be 4'2" x 4', about 4' deep) for a 24" siphon.

As shown on the sketch map, the end basin is to be constructed outside our right of way on the Clark property. Since this siphon is a part of the irrigation ditch servicing four different property owners of which Mr. Clark is one, it was assumed (right or wrong) that the end basin for maintenance purposes should be placed outside the access control fence which is the right of way line.

If Mr. Clark still objects to this location of the end basin, we have two possible solutions. One is to purchase the small triangular section of land which we are trespassing on or construct the end basin on the right of way and lead the water into the end basin as shown on the attached sketch map.

John Quiner II

John Quiner II
Ass't. Division Engineer

NOTED
R. L. PORTER

JQII:lf
Attach.
cc: R. L. Porter

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OFFICE OF
[illegible]

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DEC 2 4 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1962

SUBJECT: Complaint of Mr. J. P. Clark and
Mr. R. E. Van Vleet
Medford Area

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached hereto is a copy of a letter addressed to the State Highway Commission from Mr. W. M. Briggs, Attorney at Law, Pioneer Building, Ashland, requesting that someone from the Highway Department contact his office regarding trespass on the property of Mr. J. P. Clark and Mr. R. E. Van Vleet.

Will you please assign someone to follow through on this assignment as expeditiously as possible. A report should be back through this office by December 18.

F. D. Morgan
F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

FDM:fp

Enc.

cc R. L. Porter

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CEIVED
DEC 7 1962
FOR FILING

I-5-1(35)12

5971

December 7, 1962

Mr. Gerald J. Scannell, Jr.
Attorney at Law
Pioneer Building
Ashland, Oregon

Dear Mr. Scannell:

This is to acknowledge receipt of your letter of November 27 pertaining to a claim of Mr. J. P. Clark and Mr. H. E. Van Vleet against the State Highway Department.

I am unable to make any specific comment to your letter as yet but the problem is being thoroughly investigated and as soon as all facts are gathered, someone from this Department will contact you. I am sure that this will take only a short time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

Assign 208 - Morgan

WM. M. BRIGGS
ATTORNEY AT LAW
PIONEER BUILDING
ASHLAND, OREGON

GERALD J. SCANNELL, JR.
ASSOCIATE

November 27, 1962

Glenn L. Jackson, Chairman
State Highway Commission
117 Greenway Circle
Medford, Oregon

REFERRED TO
Forrest Cooper

Kenneth N. Fridley
Wasco, Oregon

David B. Simpson
711 S.W. Alder
Portland, Oregon

Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Gentlemen:

This office represents Mr. J. P. Clark and Mr. R. E. Van Vleet in their claim against the Highway Department, State of Oregon, for trespass on their property during the recent building of Highway No. 5.

Be advised that the Highway Commission cut the right of way fence along the part that they had already condemned and dug on the property of Mr. Clark and Mr. Van Vleet an approximately 15 foot by 20 foot hole, which is approximately 15 feet deep and are apparently diverting an irrigation ditch into this hole and under the highway. This property is at the end of the Clark-Van Vleet property and to our mind was a completely unconscionable act in view of the fact that they had already condemned a good portion of the Clark-Van Vleet property, and that probably if they had wanted some of this property, they would have been able to negotiate with Mr. Clark and Mr. Van Vleet for whatever property they needed in addition to the property already condemned.

They cut the fence and moved it in right angles to the existing fence line in order to dig this hole and put in this sump hole. It is inconceivable to Mr. Clark and Mr. Van Vleet that this should be done in view of the fact that if they had gone another forty or fifty feet they would have been on the right of way itself and this would have kept the ditch in the old line which is already existing.

Please advise what steps can be taken to rectify this injustice so that it will not be necessary to institute suit.

Porter

Looking forward to hearing from you or your representatives.

Very truly yours,

GJ Scannell

GERALD J. SCANNELL, JR.

GJS/fd

cc. J. P. Clark
R. E. Van Vleet

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NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

November 2[illegible], 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

R. L. Porter, Division Engineer Att: [illegible]
Salem, Oregon [illegible]

08-35.5

Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Power & Light Co. Billing [illegible]

Audit of the above billing, in the amount of $[illegible]79.13, has been completed. No exceptions were noted. Federal participation is eligible when the claim is properly presented on a PR-20 voucher.

The audit of this billing was made prior to submission of the claim in conjunction with the audit of other billings at the company's office in Medford, Oregon.

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-30-62

NOTED
R. L. PORTER

RECEIVED
NOV 20 1962
FOR FILING

November 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the installation of 8-inch perforated metal drain pipe on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

This work is necessary to drain springs encountered in cuts. This construction is very difficult and blasting will be necessary. The contractor would not do the work at contract bid prices. His quoted price was $7.00 per foot which is too high, so the work will be done by force account.

This work was verbally approved by the BPR District Engineer November 2, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
NOV 20 1962
FOR FILING

November 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the installation of 15-inch corrugated metal pipe on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

This work was originally planned to be done on the structure contract, but due to difficult construction with heavy ripping or blasting it was decided to purchase the pipe from the structure contractor and have the grading contractor install it. The grading contractor has the necessary equipment to do this work.

This work was verbally approved by the BPR District Engineer November 8, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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KENNETH N. FRIDLEY, MEMBER
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DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Utility Adjustment
Pacific Power & Light Company
N. Ashland Intchg.-S. Ashland Intchg. Section
Pacific Highway - Jackson County
Project No. I-5-1(35)12

Dear Mr. Parsons:

We refer to your letter of November 7, 1962, in regard to your Area Engineer's field inspection in which he indicates that one of the poles between Stations 214 and 219 (utility company pole E-1174) and the anchors may be located on public road right of way.

According to our original field ties made for the South Ashland-Wall Creek Section this pole (No. E-1174) was located 85-feet westerly from and opposite Station 218+40. This placed the pole approximately 11-feet outside the original right of way. It was located on this private property under the terms of a written easement to California-Oregon Power Company, recorded June 28, 1960, in Volume 291, Page 433 of the Jackson County Deed Records.

Therefore, it is the opinion of the State that the statement in the letter to the utility company dated 10-6-61 is correct. It should be noted that the original letter to the utility company was dated 10-6-61 (not 11-6-61) and that a correction letter was sent on 12-6-61. In each letter, however, this conflict was stated to lie on private property.

This adjustment has now been made by the Pacific Power and Light Company, and there is no way of now determining in the field where pole No. E-1174 was actually located.

The State will submit a claim for reimbursement for this work at the appropriate time.

NOTED
R. L. PORTER

Very truly yours,
F. D. Morgan
Construction Engineer
By
T. W. Litchfield ORIGINAL SIGNED BY T. W. LITCHFIELD
Utilities Liaison Engineer

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FWS:bjh
cc: R. L. Porter
L. H. Young
C. H. Maison
L. I. Lindas

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1962

FORM E-30X—50M

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1962

SUBJECT: **Perforated Pipe Overrun**
N. Ashland-S. Ashland Section
Pacific Highway
Contract No. 5991, Project I-5-1(35)12

To: **MEMO TO THE FILES**

On this project, it has been noted that a major overrun will be experienced in the installation of perforated metal drain pipe. The bid quantity on this item was 640 lin. ft.;to date there has been a total of 5900 lin. ft. installed, and an additional 3200 lin. ft. are needed. This is an overrun of more than 1400%.

The area through which this job is being constructed is mostly decomposed granite with "dikes" of snadstone. The decomposed granite allows almost free flow of water, but the sandstone acts as barriers to this flow. The whole country is irrigated, and the ground water supply is generally as high in summer as in winter.

The unanticipated water encountered on the project has been discussed with the Area Engineer for the Bureau of Public Roads, and most, if not all, the installations have been approved by him in the field. However, no documentation of the overrun has been made.

The contract bid price for this item was $2.10. The average unit price for 1961 was $2.43. The contractor has stated that he will place all the needed pipe at the bid price even though he says he only breaks even on it. He will also do the excavation for the already placed 5900 feet of pipe at his bid price of $2.00. This compares to the 1961 average of $2.58.

However, due to the fact that the proposed additional 3200 feet of pipe is in a cut section, and will be placed about 6-feet below subgrade, the contractor wanted $7.00 for the required excavation. Numerous sandstone "dikes" in the area will require shooting. This price could not be justified by our Cost Analyst, and an Order for Extra Work was suggested.

This matter was discussed with Mr. Mills of the Bureau of Public Roads on November 2, and with Mills, Martin and Backlund on November 5. Authority to proceed with the excavation on a Force Account basis was given effective November 5.

NOTED
R. L. PORTER

The matter of documentation of the overrun was also discussed. Mr. Backlund, the Administrative Manager for the Bureau of Public Roads, stated that it is not necessary, from the Bureau of Public Roads point of view, to document the quantity overrun with a Price Agreement, but that it is necessary to completely explain the situation in the statement of overruns and underruns which is submitted with the semi-final estimates. At the present time, it is not anticipated that the total project will overrun the original project authorization.

C. H. Baker
Assistant Field Construction Engineer

CHB:bjh

cc: R. L. Porter
L. H. Young
A. W. Parsons
L. R. Chandler (2)

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

5941

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 7, 1962

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway, Jackson County
Utility Adjustment-Pacific Power & Light Company

The agreement between the State and the utility company for this adjustment was approved by the Bureau on 3-19-62 with authorization to proceed as of the same date.

According to your letter to the utility company dated 11-6-61, the facilities requiring adjustment between Station 214 and Station 219 were located on private property. A field inspection by our area engineer has disclosed that one of the poles between Stations 214 and 219 (utility company pole number E-1174) and the anchors may be located just inside of the existing highway right-of-way, and accordingly the cost of adjustment would not be eligible for Federal participation.

To date, no claim has been made by the State for the costs of this adjustment. Please make a determination as to the State's legal obligation to reimburse the company for the above mentioned adjustments prior to submission of your claim for reimbursement, in accordance with para. 3a(2) of PPM 30-4.

Original To Morgan
11-9-62

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NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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EP 21 1962
FOR FIL

5991

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering clay seal in an irrigation ditch on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

The T.I.D. irrigation canal at the South Interchange was relocated through material which required blasting, resulting in a loss of water through fractures. The ditch will be relocated on a future contract and a permanent lining is impractical.

It is proposed to seal the fractures with clay material to save water until such time as the permanent relocation is made.

This work has been verbally approved by the BPR District and Area Engineers and the Field authorized to proceed September 14, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5991 —

August 31, 1962

File

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bob Gilsdorf

Gentlemen:

This is in reply to your letter of August 17, addressed to Mr. Ed Rief, State Highway Department, Portland, requesting information on several state highway contracts. We are listing a description of these contracts as follows:

1. Contract No. 5565 with Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., for structures, grading and oiling on the Willamette River & Judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Surety - The Aetna Casualty & Surety Company,300 Yeon Bldg., Portland 4, Oregon. Completed - December 14, 1961; accepted January 19, 1962.

2. Contract No. 6052 with Birkemeier Construction Co., 14511 S. E. River Road, Milwaukie, for N. E. 122nd Avenue Structure, grading and paving of Sandy Blvd. and UPRR Overcrossings in City of Portland, Multnomah County. Surety - United Pacific Insurance Company, through the agent, Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. Contract not yet completed.

3. Contract No. 5714 with Peter Kiewit Sons' Co., 711 E. Main, Medford, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Surety - The Aetna Casualty & Surety Company, 300 Yeon Bldg., Portland 4. Completed July 18, 1962,but not yet accepted by the Highway Commission.

4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

5. Contract No. 5991 with C. R. O'Neil, Rt. 2, Box 95, Creswell, for grading and structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Surety - Great American Insurance Company, through the agent, Wells-Reed Insurance, 412 Failing Bldg., Portland 4. Contract not yet completed.

6. Contract No. 5829 with Vernie Jarl, P. O. Box 507, Gresham, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. Surety - General Insurance Company of America, through the agent, Dooly & Co., Board of Trade Bldg., Portland 4. Contract not yet completed.

You state in your letter that you have delivered material to the Foress Company, Corvallis, in connection with the above jobs, and have experienced difficulty in obtaining payment. You are no doubt aware that the sureties on the various contracts furnished the performance bonds, which were given to assure completion of the contracts and payment of all bills incurred in them.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. For your information, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mr. Ed Rief
Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

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SEP 6 1962

FOR FILING

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2991

August 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending two copies of revised rights of way plans sheet No. 9, for the N. Ashland Interchange-S. Ashland Interchange Section, Project No. I-5-1(26)12.

We request that one copy be returned approved for our files if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:jb

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SEP 4 1962
FOR FILING

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477 Cottage Street N.E.
Salem, Oregon

August 29, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway - State Force Order #6
for seeding, fertilizing and mulching
Contract No. 3991, Estimated Cost $23,200
F.A. Participation $20,880.00

Reference is made to your letter dated August 23, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.

Reimbursement will be made on an actual cost basis.

Attach.

Original To Young
with attachment
8-31-62

NOTED
R. L. PORTER

RECEIVED
AUG 24 1962
FOR FILING

August 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $23,200, with Federal participation of $20,880. This was an anticipated item of the contract and funds were included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 22 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project I-5-1(35)12
N. Ashland-S. Ashland Section
Pacific Highway

Reference is made to your letter of August 17, 1962 requesting our approval of a modification of abrasion specifications for riprap proposed for use on the subject project.

Your letter states that about 4,000 of the 9,000 cubic yards of sandstone material proposed for use satisfactorily meets the present specification requiring not more than 35% loss by abrasion and that this material will be placed as an outside blanket over the remainder of the material, which has an abrasion loss of up to 76%.

It is our opinion that the material placed as proposed will be satisfactory for the intended purpose and inasmuch as the contractor is agreeable to accepting a reduction in the unit price thereof, our approval is hereby granted for your requested modification of the specifications.

Approved Price Agreement No. 9 is attached hereto.

Attachment

Originals To Young
8-22-62

APPROVED
Contingent upon modification of project agreement if additional funds are required.
AUG 20 196 M E Martin
Title Dist. Engr
U.S. Bureau of Public Roads

Form A-1[illegible]—5M

Part [illegible] 805

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name N. Ashland Inter.-S. Ashland Inter.
Date July 27, 1962
Highway Pacific
Contract No. 5991
County Jackson
Prefix 615-1090
Contractor C. R. O'Neil
F. A. Project No. I-5-1(35)12
Address Creswell, Oregon
Price Agreement No. 9

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Place loose riprap in Bear Creek and Clayton Creek channel changes.

Locations by station numbers:

1530 to 1700

Names of pay items, estimated quantities and agreed prices:

Substitute Loose Riprap — 9,000 Cu.Yds. at $2.00 = $18,000.00

This is a reduction of $0.25 per yard under contract bid prices.

Specifications, basis of measurement and other provisions:

Standard Specifications to apply, except percentage of wear as indicated by Los Angeles Rattler test shall not exceed 76. Sizing shall be the same as specified in the Special Provisions for this work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,142,003.94	
Present estimate of project cost, including $18,000 for work under this order	$2,115,948.74	
Expected under-run ~~over-run~~ (amount)	$26,055.20	
Expected under-run ~~over-run~~ (per cent)	1.2	

Submitted by: /s/ B. E. Brown, Resident Engineer
Signed /s/ C. R. O'Neil, Contractor
Approval Recommended: /s/ J. F. Putnam, Asst. Division Engineer
Approved: /s/ L. H. Young, ~~[illegible]~~ Office Engineer.
Approval Recommended: /s/ F. B. Klaboe, Asst. Construction Engineer or Bridge Engineer

State Printing

RECEIVED
FORM E-123X
..G 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

4991

August 17, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Change in Riprap Specifications
No. Ashland-So. Ashland Section
Pacific Highway
Project No. I-5-1(35)12

Dear Mr. Parsons:

The project plans for this contract call for riprap to be placed in the channel changes of Bear Creek and Clayton Creek. The Special Provisions for the project do not specify a source for the required 9,000 cubic yards.

There are approximately 10,000 cubic yards of excess material in the roadway cut at Station 1500. The material is sandstone, and an estimated 4,000 cubic yards of this material will pass the present specification requiring not over 35% loss by abrasion.

The contractor proposes to utilize this material for riprap, and will reduce his price on the entire 9,000 cubic yards by $0.25 per cubic yard if he is allowed to do so. Laboratory tests on the material other than the 4,000 cubic yards mentioned above show that the abrasion loss runs to a maximum 76%. However, the material is all entirely satisfactory for the purpose intended.

We propose to allow the contractor to use this material and have submitted Price Agreement #9 to document this work. We propose to use the harder material in the exterior portions of the riprap blanket.

Your concurrence in this specification change is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
cc: R. L. Porter
L. H. Young
L. R. Chandler

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NOTED
R. L. PORTER

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FORM E-90X—90M—11-61—40891

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 15, 1962

SUBJECT: Construction Speed Zone
Pacific Highway

Agenda Item: 3c(5)

To:

MEMO TO FILE

The State Highway Commission at its meeting of August 9 established the following temporary construction speed zone:

25 MPH ... on the South Ashland Interchange Section of the Pacific Highway in Jackson County, between M.P. 306.15 and 307.30, effective 8 a.m., PST, July 18, 1962.

Johnson
F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
L. R. Chandler
R. L. Lammert
G. L. Clark

NOTED
TOM EDWARDS

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OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 24, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Pole Line Permit
Pacific Northwest Bell Telephone Co.
South Ashland Interchange
Project I-5-1(35)12

Dear Sir:

Attached hereto are three identical copies of a permit we propose to issue to Pacific Northwest Bell Telephone Co., covering a telephone pole line installation on the subject project.

We have previously discussed this permit with Mr. Martin of your office, and at his request had revisions made in the installation, which places all poles outside the access control lines.

If the permit as now prepared meets with your approval, will you please so indicate on the executed copy of the permit, and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By
Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

Encls.

RPH:mg

cc: Mr. Tom Edwards ✓

RECEIVED
JUL 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

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JUL 23 1962

FOR FILING

5991

July 20, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 25-mile-per-hour construction speed zone on the Pacific Highway between M. P. 306.15 and M. P. 307.30 in Jackson County.

This restriction was placed in effect 8:00 a.m., July 18, and is necessary because of detour construction and equipment working in traveled way at the South Ashland Interchange.

This matter will be on the Highway Commission meeting agenda for August 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

pk hlb

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JUL 2 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1962

SUBJECT: Warren (R/W File 31173)
Irrigation Facilities
N. Ashland-S. Ashland Section
Pacific Highway
Jackson County

To:
Mr. L. I. Lindas
Chief Counsel
BUILDING

In the condemnation of this right of way, it was agreed that the State would construct an irrigation ditch parallel to the right of way line which would replace the existing irrigation facilities. After the settlement, the property owner chose to construct his own ditch because he said he could do it to suit himself better than the State could.

The material in which the ditch was constructed is decomposed granite. Due to the grade line on which the new ditch was constructed, this material is washing rather badly, and this erosion is making the facility almost inoperable. The owner had little choice of grade lines, since it was necessary to follow the right of way line.

The owner has approached the State's resident engineer with a proposal to install concrete turnouts which would act as check dams which would slow the water and considerably decrease or eliminate the erosion problem. The owner's proposal was that the State furnish the turnouts (12 at $8 each) and that the owner place them.

This matter was discussed in the field with Mr. Anderson of your office, who was, at that time, unwilling to commit himself on a legal decision on this matter.

Please give us your opinion on this matter as to whether these turnouts should be furnished by the State.

F. D. Morgan
Construction Engineer

JUN 29 1962

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:fp
Enc.
cc R. L. Porter
W. T. Wright
L. R. Chandler

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
June 15, 1962

SUBJECT: Additional Irrigation Requests
Warren Property File 31173
N. Ashland Inter - S. Ashland Inter
Contract 5991

To:
Mr. L. R. Chandler
Division Engineer
Roseburg

Mr. John Warren, file 31173, has requested that we install some turnouts in the irrigation ditch constructed on his property.

As a part of the condemnation suit we were to construct a ditch adjacent to our fence for Mr. Warren (see sketch). When I contacted Mr. Warren about this ditch, after the condemnation proceeding, he advised me that he wanted to dig it himself as he was afraid we would dig it too deep and it would wash. He has since dug this ditch but due to the nature of the material, decomposed granite, it is washing rather badly. He feels the Highway Commission has some responsibility in this as during the court case I assured him the ditch we proposed to construct would be adequate.

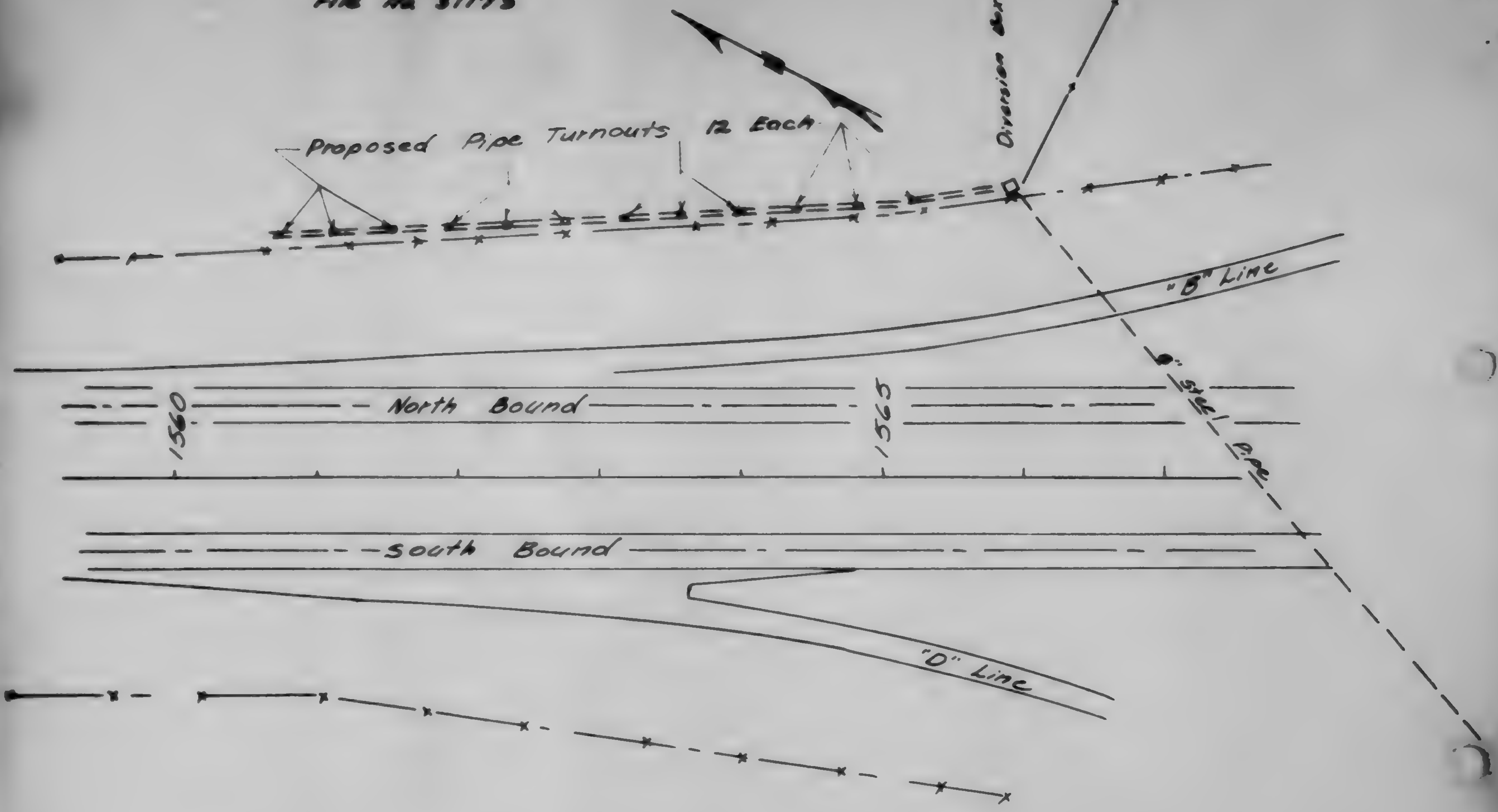
He feels the only way to relieve the washing is to install pipe turnouts every so often to act as check dams. Mr. Warren has indicated that if the Highway Department will furnish approximately 12 of these turnouts he will install them. These turnouts cost $8.00 apiece.

I am enclosing a sketch of the turnouts requested.

Bill E. Brown
Bill E. Brown
Resident Engineer

J.P. Warren
File No. 31173

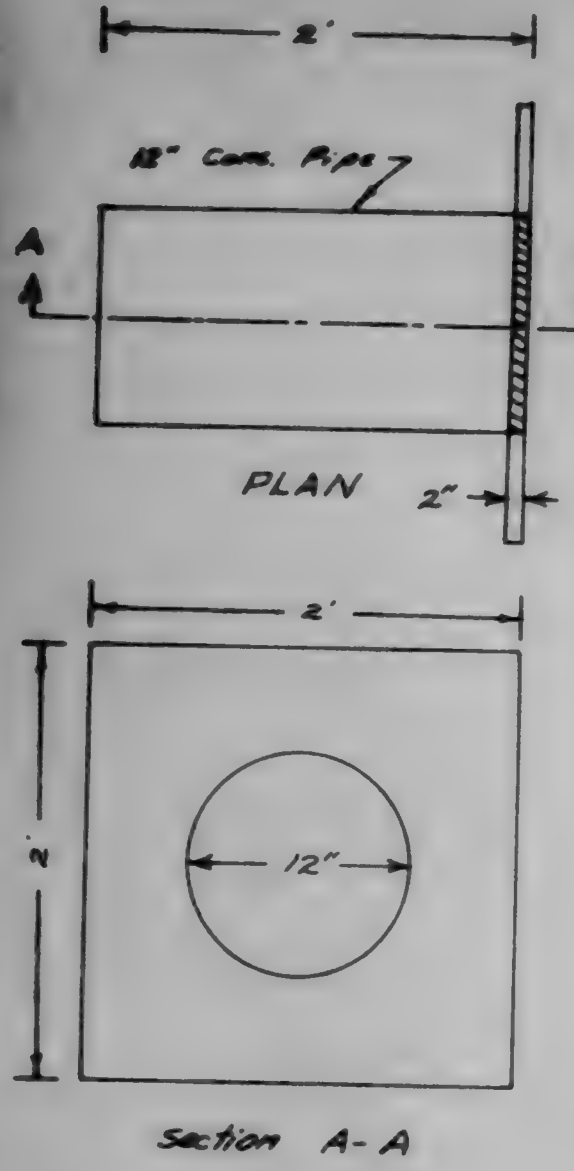
T.39S., R.1E., W.M.


Proposed Pipe Turnouts 12 Each
Diversion box
"B" Line
8" Steel Pipe
1560
North Bound
1565
South Bound
"D" Line

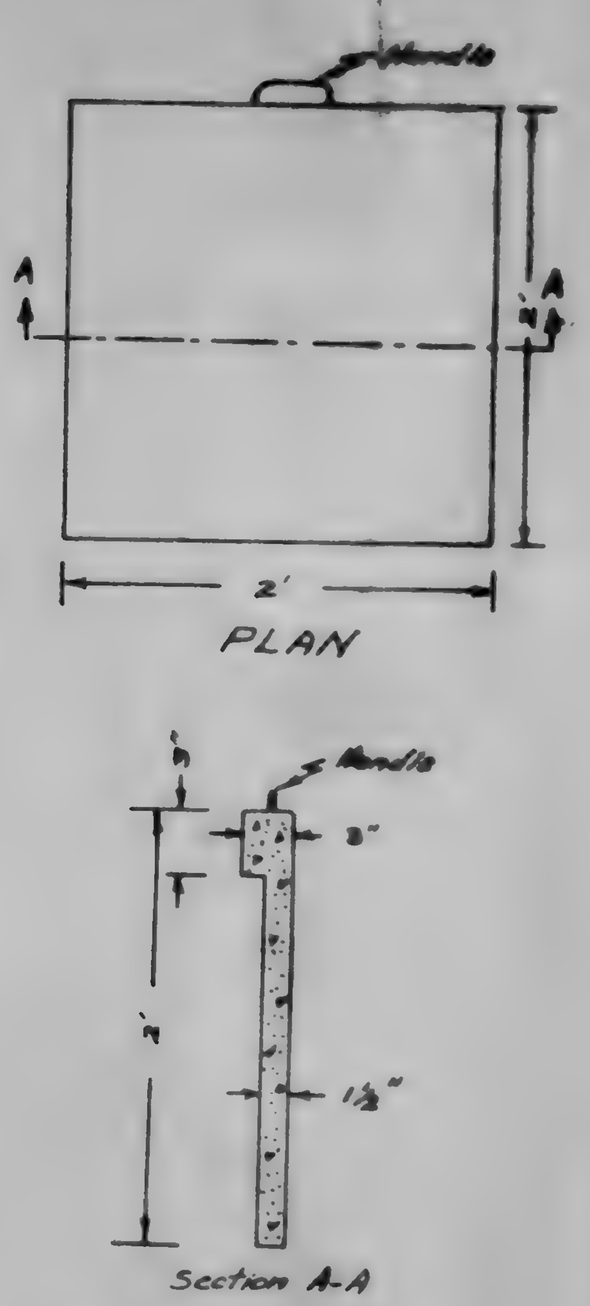
OREGON STATE HIGHWAY DEPARTMENT
PACIFIC HIGHWAY JACKSON COUNTY
N. ASHLAND INTER. - S. ASHLAND INTER.

Sketch map showing Proposed pipe turnouts
on the J.P. Warren Property

Scale: 1" = 100'


2'
12" Corr. Pipe
A
A
2'
PLAN
2"
2'
2'
12"
Section A-A

PIPE TURNOUT


Handle
A
A
2'
2'
PLAN
3"
Handle
3"
2'
1½"
Section A-A

STOP GATE

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JUN [illegible] 1962
FORM E-30X—90M—11-61—40231
FOR FILING

4991

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: **No. Ashland-So. Ashland Interchange Section**

To: **MEMO TO THE FILES**

On page 10 of the construction plans for the grading project under contract to O'Neil a notation is made that 285 cubic yards of riprap will be placed at the Bear Creek Bridge ends. This phrase is listed below the heading "Under Separate Contract". The phraseology indicates to us that the riprap will also be placed under the separate bridge contract. This interpretation would appear to be substantiated by the fact that the grading contractor will be finished with his job prior to the time that this riprap should be placed.

Under the circumstances, the 285 cubic yards of riprap will not be placed on the grading contract, but will be added to the structure contract.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
I. D. Merchant
L. R. Chandler
A. W. Parsons - B.P.R.

JUN [illegible] 1962

NOTED
R. L. PORTER

RECEIVED
JUN 20 1962
FOR FILING

5991

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Agreement-City of Ashland
N. Ashland Interch.-S. Ashland
Interchange Section of the
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Dear Sir:

Reference is made to your letter of June 13, 1962, approving the proposed agreement with the City of Ashland and authorization to proceed with the work as of that date.

We are submitting herewith two conformed copies of the agreement between the State and City of Ashland in accordance with your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Att.

RECEIVED
JUN 21 1962
FOR FILING

5991

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1962

City of Ashland
City Hall
Ashland, Oregon

ATTENTION: Mr. E. C. Biegel

Re: Power & Water Line Adjustments
No. Ashland Interchange-So. Ashland Interchange Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Gentlemen:

Your estimate and sketch maps covering the adjustment of your facilities on the abovenamed project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of June 13, 1962.

Reimbursement for work done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: G. S. Paxson
R. L. Porter
A. W. Parsons
G. H. Maison
L. H. Young
L. R. Chandler
B. E. Brown
P. R. Barnhart

JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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JL 16 1962

FOR FILING
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5991

477 Cottage Street, N.E.
Salem, Oregon

June 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Utility Adjustments
City of Ashland
N. Ashland-S. Ashland Interchange
Oregon Project I-5-1(35)12

The agreement between the State and the City of Ashland dated May 2, 1962 is approved.

You are authorized to proceed with the work, which consists of electric line relocation at an estimated cost of $874.00, and water pipe line relocation at an estimated cost of $5,673.74. Reimbursement will be subject to receiving a conformed copy of the executed agreement and the provisions of PPM 30-4.

Original To Young
7-16-62

NOTED
R. L. PORTER

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JUN 18 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 13, 1962

5991

FROM : T. Doe, Assistant Division Engineer
Salem, Oregon

T. Doe

SUBJECT: Utility Adjustment
City of Ashland
Oregon Project I-5-1(35)12

The proposed formal agreement between the State and the City of Ashland dated May 2, 1961, with the cost estimate and revised sketch maps submitted with your letter of June 11, 1962 is approved.

You are authorized to proceed with the work as of this date. Reimbursement will be subject to the provisions of PPM 30-4 and the receipt of copies of the executed agreement.

Young
Morgan

original To Morgan
Copy To Young
6-18-62

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JUN 12 1962
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1962

SUBJECT: City of Ashland
Utility Adjustments
No. Ashland-So. Ashland Interchange
Pacific Highway
Jackson County
Project No. I-5-1(35)12

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

We refer to our letter of May 21, 1962, submitting to you an estimate and sketch map from the City of Ashland for the adjustment of its facilities on this section. Enclosed are three (3) copies of the revised sketch map for this work. Please void the originals and insert these in their place.

F. D. Morgan
Construction Engineer

By T W Litchfield
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
encs.

cc: Gen. File ✓

RECEIVED
JUN 13 1962
FOR FILING

5991

June 11, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

N. Ashland Interch.-
S. Ashland Interch. Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Dear Sir:

We are resubmitting the agreement and estimate, with revised sketches, covering adjustment of the City of Ashland water and power lines on the subject project as requested in your letter of June 1, 1962.

It is necessary that these adjustments be made at once to clear for construction and it is requested that your approval and authorization to proceed with the work be expedited.

Very truly yours,

G. S. Paxson
Deputy State Highway Engr.

By I. A. H.

For L. E. Young
Office Engineer

DBP:jb

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JUN 5 1962
FOR FILING
I-5-1(35)12
5991

Form CD-131

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

Morgan

DATE: June 1, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
Acting Division Engineer

SUBJECT: Utility Adjustments
City of Ashland
Oregon Project No. I-5-1(35)12

Confirming phone conversation with Mr. Litchfield, we are returning all documents submitted with your letter of May 21, 1962 for additional information on the subject adjustment.

As verbally stated, access control lines were not shown on the sketch maps. Access to pipe lines, conduit and power poles must be from outside access control lines.

On receipt of the required information our approval will be granted.

Enclosure

copy to Litchfield, who has taken it to the field for clarification - rpw (also enclosures)

original to Morgan - with enclosures
6-5-62

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible]ER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

2991

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 28, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:a.m., Monday, May 28, approval was granted for the establishment of a 35 MPH construction speed zone on the section of the Green Springs Highway at the Green Springs Interchange on the North Ashland-South Ashland Section of the Pacific between M.P. 1.1 and M.P. 1.6 in Jackson County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards

[illegible]

NOTED
TOM EDWARDS

RECEIVED
MAY 23 1962
FOR FILING

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering refinishing slopes on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal-Aid Project No. I-5-1(35)12.

The fill slopes on the north end of the project were finished to grade and slopes as planned and staked. Later, as excavation progressed, an excess of material has developed.

In order to avoid wasting the excess and to improve the fill slopes it is desired to use the excess material to flatten the fill slopes.

This work has been verbally recommended for approval by the BPR Area Engineer and the Field was authorized to proceed May 15, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:jb
Enc.

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MAY 22 1962
FOR FILI

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FORM E-30X—80M—11-61—40221

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1962

SUBJECT: Utility Adjustments
City of Ashland
N. Ashland Interch.-S. Ashland Interch. Section
Pacific Highway
Jackson County

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

Enclosed you will find three (3) copies of estimates and sketch maps for the adjustment of City-owned utilities on the subject project.

We have your State Force Order for the adjustment of the electric power line.

Please prepare and submit a State Force Order for the adjustment of the water lines. All this work is reimbursable, as set forth in the City Agreement.

F. D. Morgan
Construction Engineer

By TWLitchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
encs.

cc: G. S. Paxson ✓

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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MAY 22 1962
FOR FILING

I-5-1(35)12

5991

May 21, 1962

N. Ashland Interch.-S. Ashland
Interch. Section
Pacific Highway
Jackson County
Project No. I-5-1(35)12

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of water and power lines of the City of Ashland in connection with construction of the subject project:

1. Two copies of the agreement dated May 2, 1961, between the State and City of Ashland, covering the utility adjustments.

2. Two copies of the estimates of cost for the adjustments prepared by the City.

3. Two copies each of sketches prepared by the City showing the adjustments to be made.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

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MAY 23 1962
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1962

SUBJECT: No. Ashland Interchange-So. Ashland Interchange Section

To: MEMO TO THE FILES

The grading work on this project has been progressing rapidly and we expect to beat the schedule originally set up. The Division Engineer now informs us that he expects all the excavation to be done about November 1, 1962, and the finishing to be completed December 1, 1962. The contractor has been finishing his work as he progresses with it and has already completed the areas for the following structures:

Butler Creek (1)
Oak Street (2)
Mountain Avenue (1)
Bear Creek (2)

The sites for the structures at East Main (1), Crowson Road (2), and the "F" Line at Mistletoe (1) will be completed at a later date.

Under the circumstances, it appears that we should move up the letting dates for both the structure contracts and for the paving contract to complete the project. Conferences with the Bridge Department and the Office Engineer have been held and the following schedule will be substituted for that now existing:

> A separate contract for the Oak Street structures, Mountain Avenue Structure, Bear Creek Structures and Crowson Road Structures will be let in the August letting. The estimate for this contract is $525,000.00.
>
> The Butler Creek, East Main and "F" Line at Mistletoe structures will be awarded at the September letting and will amount to a $265,000.00 contract. The completion

Paxson

NOTED
FORREST COOPER

NOTED
G. S. PAXSON

date for the three twin structures at Oak Street, Bear Creek and Crowson Road would be April 30, 1963. The others would be completed by May 31, 1963.

We believe, also, that it would be appropriate to award the surfacing contract during the October letting. It is estimated that the surfacing job will cost about $2,000,000.00 and we are informed that financing for the project will be available provided that The Dalles Section and the Cascade Locks-Mitchell Point Section do not both go prior to this time. Financing may also be available if we are not required to give the $2,000,000.00 set-up for the John Day Dam work to the Army Engineers before the first of next year.

If we are able to adhere to the schedule set-up above, we would have a good chance of completing the section late in 1963.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: Forrest Cooper
R. L. Porter
I. D. Merchant
L. H. Young
F. B. Crandall
L. R. Chandler

RECEIVED
MAY 2? 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 4 1962
FOR FIL

5991 CGPolk

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: May 2, 1962

Copies To
[illegible]
[illegible]
5-3-62

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1(35)12, North Ashland Interchange - South Ashland Interchange Section, Pacific Highway

Reference is made to the January 1, 1962 agreement between the State and the Southern Pacific Company covering the Mistletoe Undercrossing on the above project. The agreement provides that the State reimburse the railroad company for maintenance of the new subgrade during the first year of operation.

Section 14b of PPM 30-3 indicates that in the absence of special circumstances Federal participation in such costs should be limited to six months under operation of trains. We failed to note this limitation when we approved the agreement.

Now, in order to justify the twelve months maintenance period, it is necessary that we have information as to the basis for the establishment of the longer time. Any such information you can furnish will be appreciated.

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OFFICE OF
STATE HIGHWAY ENGINEER

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April 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement with the Southern Pacific Company relative to construction on the North Ashland Interchange-South Ashland Interchange Section, Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5991

March 23, 1962

Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. Tom Ness

Re: Power Line Adjustment
No. Ashland Interchange-So. Ashland
Interchange Section

Pacific Highway
Jackson County
Project No. I-5-1(35)12

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 19, 1962. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson ✓
R. L. Porter
L. H. Young
C. H. Maison
L. R. Chandler
Bill Brown
C. G. Polk

Pacific Power & Light Co.
Public Service Bldg.
Portland 4, Oregon
Attn: Mr. R. H. Sallee

NOTIFIED
W. S. PAXSON

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CD-121

UNITED ST ES GOVERNMENT

Memorandum

.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: March 19, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

CGPolk

Copy To
Young
3-20-62

SUBJECT: Oregon Project I-5-1(35)12
N. Ashland Interchange-S. Ashland Interchange Section
Pacific Highway, Jackson County
Utility Adjustment - Pacific Power & Light Co.

We hereby approve the agreement evidenced by the exchange of correspondence between the Utility and the State.

Authority to proceed with the adjustment is granted as of this date. Reimbursement is subject to the provisions of PPM 30-4.

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1962
FOR FILING

5991

March 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Re: N. Ashland Interchange-
S. Ashland Interchange Section
Pacific Highway, Jackson County
Project No. I-5-1(35)12

Dear Sir:

Herewith, are the following data covering adjustment of the Pacific Power and Light Company's facilities in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain adjustments.

2. Two copies of the Company's estimate for making the required adjustments.

3. Two copies each of the sketches prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encs.

FORM E-123-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5991

March 5, 1962

Mr. Richard C. Cottle
Attorney at Law
379 Lithia Way
Ashland, Oregon

R/W File 31203 (Dunn)
North Ashland-South Ashland Section
Pacific Highway
Contract No. 5991

Dear Sir:

We have investigated the complaints noted in your letter of February 3, 1962 and wish to forward to you the following:

Plan Sheet 15 of the North Ashland-South Ashland project shows the access control lines as they are intended to be. The confusion in the vicinity of the new railroad crossing probably arose due to the fact that we apparently "cut off" a portion of the railroad. These access control lines are to indicate that no access will be allowed to the highway in this area, but does not preclude access to the railroad structure via the railroad right of way. The access control lines have been marked in red on a print of Sheet 15, and is enclosed.

A section of the existing ditch 110 feet in length near Station G 185 must be rebuilt as a temporary means of providing irrigation water to downstream users. This is due to the realignment of Clayton Creek in this area. This cannot be done until the ground has dried out enough to get equipment into the area, but until the ground does dry out it will not be necessary to use irrigation water. Our contractor has been informed that this work must be done at the first opportunity.

The existing irrigation ditch, which is shown in green on the attached print, will be replaced by a pipe between Stations G 180 and G 189. This proposed pipe is shown in blue, and will be constructed during the summer. A simple cutover will be made at the time suitable to the users of the ditch and the contractor.

A Price Agreement has been submitted and approved for the replacement of the mud sills (footings) of the new timber flume near Station 175, and includes treatment of the remainder of the flume with creosote. The use of untreated timbers was an oversight on our part, and the flume as constructed was not acceptable to the Southern Pacific Railroad. They refused to accept maintenance of this facility until these changes are made.

The complaint of damage to the existing flume opposite Station 173 is being investigated by our resident engineer on the project. Mr. B. E. Brown, 22 South 1st Street, Ashland, is our resident engineer on this project, and is available for discussion of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

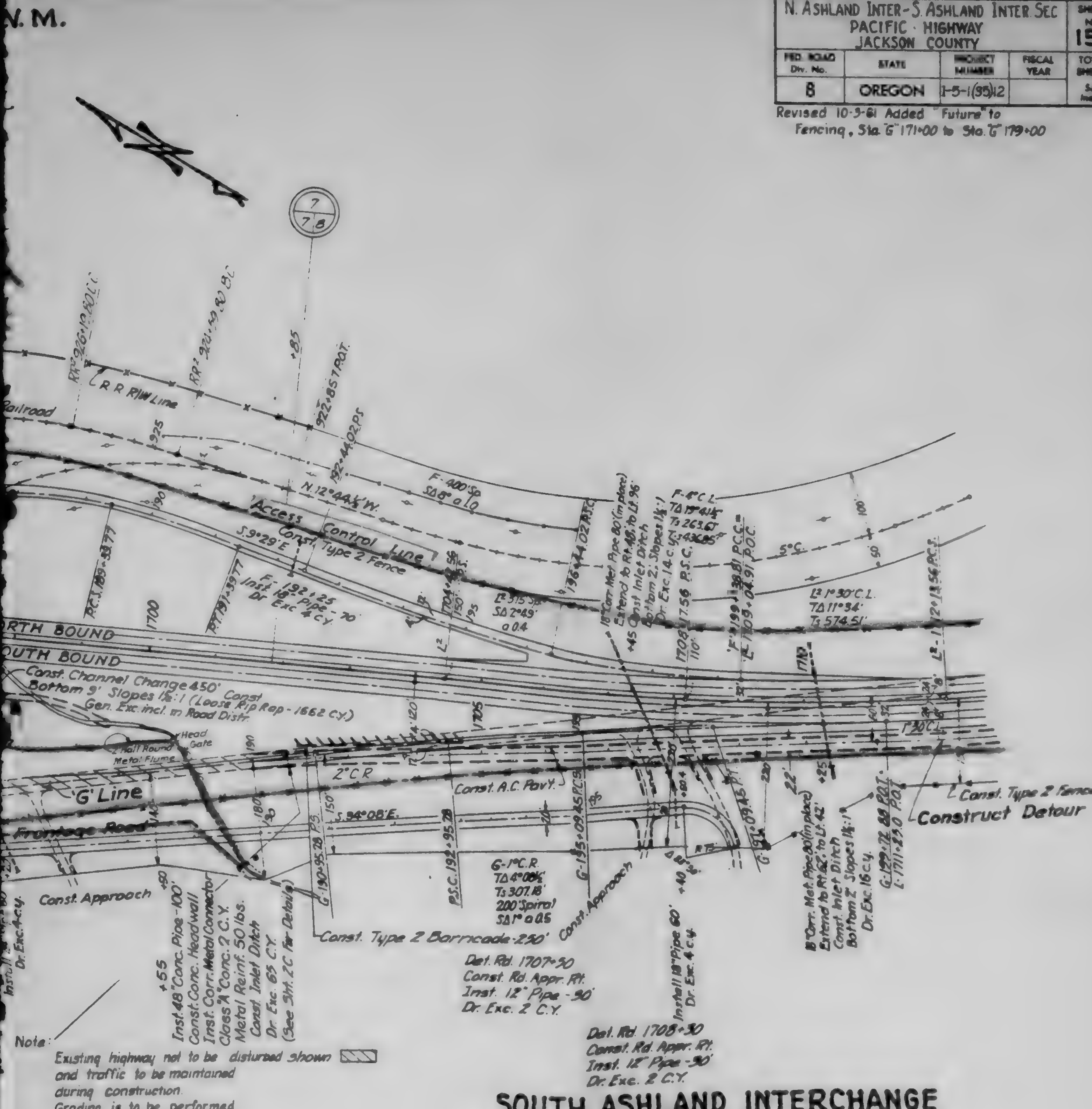
By W B Klaboe
W. B. Klaboe
Assistant Construction Engineer

CHB:fp
Enclosures
cc R. L. Porter
Ivan Merchant
W. T. Wright
L. R. Chandler
B. E. Brown

7V-7-1

N. ASHLAND INTER-S. ASHLAND INTER. SEC PACIFIC · HIGHWAY JACKSON COUNTY				SHEET No. 15
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

Revised 10-3-61 Added "Future" to Fencing, Sta. "G" 171+00 to Sta. "G" 179+00

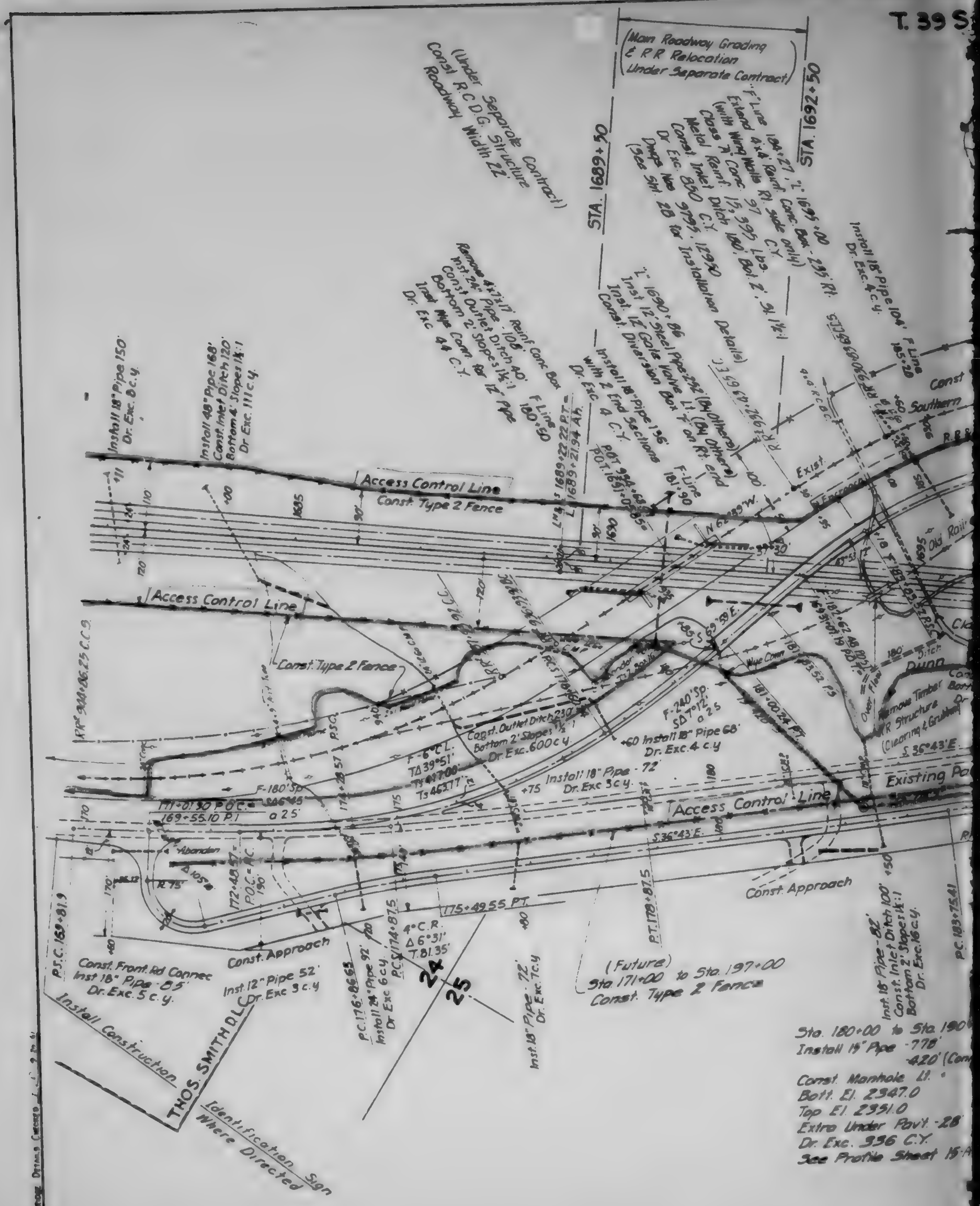


N.M.
7
7 8
RR² 926+19.80 P.C.
RR² 921+49.80 B.C.
+85
922+85 P.O.T.
R.R. R/W Line
Railroad
925
922+44.02 P.S.
N.12°44½'W.
F-400' Sp
SΔ8° a 1.0
Access Control Line
Const. Type 2 Fence
S.9°29'E
190
P.C.S. 189+39.77
P.T. 191+39.77
F-192+25
Inst. 18" Pipe - 70'
Dr. Exc. 4 C.Y.
1700
NORTH BOUND
SOUTH BOUND
1704+
150'
195
L² 315' Sp
SΔ2°49'
a 0.4
L²
196+44.02 P.T.S.
18" Corr. Met. Pipe 80' (in place)
Extend to Rt. 48' to Lt. 96'
+45 Const. Inlet Ditch
Bottom 2', Slopes 1½:1
Dr. Exc. 14 c.y.
F-4°C.L.
TΔ15°41½'
Ts 263.67
Ts 436.85
1708+17.56 P.S.C.
110'
F-199+38.81 P.C.C.
L-1709+04.91 P.O.C.
5°C.
100'
50
L² 1°30' C.L.
TΔ11°34'
Ts 574.51'
L²-1712+13.56 P.C.S.
1710
Const. Channel Change 450'
Bottom 9' Slopes 1½:1 (Loose Rip Rap - 1662 C.Y.) Const.
Gen. Exc. incl. in Road Distr.
Head Gate
2' Half Round Metal Flume
120
1705
2°C R
'G' Line
Frontage Road
180
S.84°08'E.
150'
Const. A.C. Pavt.
P.S.C. 192+95.28
G-195+09.45 P.C.S.
200
+80.4
220
22'
+25
1°30' C.L.
Const. Type 2 Fence
Construct Detour
Const. Approach
Install ... Pipe ...
Dr. Exc. 4 c.y.
+55
Inst. 48" Conc. Pipe - 100'
Const. Conc. Headwall
Inst. Corr. Metal Connector
Class "A" Conc. 2 C.Y.
Metal Reinf. 50 lbs.
Const. Inlet Ditch
Dr. Exc. 65 C.Y.
(See Sht. 2C for Details)
G-190+95.28 P.S.
G-1°C.R.
TΔ4°00½'
Ts 307.18'
200' Spiral
SΔ1° a 0.5
Const. Approach
Const. Type 2 Barricade - 250'
Det. Rd. 1707+50
Const. Rd. Appr. Rt.
Inst. 12" Pipe - 30'
Dr. Exc. 2 C.Y.
+40
Install 18" Pipe 60'
Dr. Exc. 4 c.y.
Det. Rd. 1708+30
Const. Rd. Appr. Rt.
Inst. 12" Pipe - 30'
Dr. Exc. 2 C.Y.
G-197+09.45 P.T.
18" Corr. Met. Pipe 80' (in place)
Extend to Rt. 62' to Lt. 42'
Const. Inlet Ditch
Bottom 2' Slopes 1½:1
Dr. Exc. 16 c.y.
G-199+72.88 P.O.T.
L-1711+23.0 P.O.T.

Note: Existing highway not to be disturbed shown ▨ and traffic to be maintained during construction. Grading is to be performed under future contract

SOUTH ASHLAND INTERCHANGE

FOR PROFILES OF MAIN ROADWAY AND FRONTAGE ROAD SEE SHEET 15A; OF 'F' AND 'G' LINES & DETOUR SEE SHEET 15B.


T. 39 S
(Main Roadway Grading
& R.R. Relocation
Under Separate Contract)
STA. 1689+50
STA. 1692+50
(Under Separate Contract)
Const. R.C.D.G. Structure
Roadway Width 22'
"F" Line 184+27, "L" 1695+00
Extend 4x4 Reinf. Conc. Box-235' Rt.
(with Wing Walls Rt. Side only)
Class "A" Conc. 97 C.Y.
Metal Reinf. 15,395 Lbs.
Const. Inlet Ditch 180', Bot. 2', 9. 1½:1
Dr. Exc. 850 C.Y.
Drop No. 9795, 12950
(See Sht. 2B for Installation Details)
"L" 1690+86
Inst. 12" Steel Pipe 292' (By Others)
Inst. 12" Gate Valve Lt. (By Others)
Const. Diversion Box "F" on Rt. end
Install 18" Pipe 104' F Line
Dr. Exc. 4 c.y.
185+20
Install 18" Pipe 136'
with 2 End Sections
Dr. Exc. 4 C.Y.
F-Line
181+90
Remove 4x7x17 Reinf. Conc. Box
Inst. 24" Pipe 108'
Const. Outlet Ditch 40'
Bottom 2' Slopes 1½:1
Inst. Weir Conn. for 12" Pipe
Dr. Exc. 44 C.Y.
F Line
180+00
Install 18" Pipe 150'
Dr. Exc. 8 c.y.
Install 48" Pipe 168'
Const. Inlet Ditch 120'
Bottom 4' Slopes 1½:1
Dr. Exc. 111 c.y.
Access Control Line
Const. Type 2 Fence
Access Control Line
Const. Type 2 Fence
L" 1689+22.22 P.T. = L 1689+21.94 Ah.
P.O.T. 9996+68.05
Exist.
Southern
R.R.
Old Railroad
Const. Outlet Ditch 230'
Bottom 2' Slopes 1½:1
Dr. Exc. 600 c.y.
F-240' Sp.
SΔ 7°12'
a 2.5
+60 Install 18" Pipe 68'
Dr. Exc. 4 c.y.
F-6° C.L.
TΔ 39°51'
Ty 417.00
Ts 463.77
F-180' Sp.
SΔ 6°45'
a 2.5
171+01.30 P.O.C.=
169+55.10 P.I.
Install 18" Pipe-72'
Dr. Exc. 3 c.y.
+75
Access Control Line
S 36°43' E
Existing Pa
Dunn
Remove Timber
R.R. Structure
(Clearing & Grubbing)
Overflow
Ditch
Abandon
Δ 105°
R 75'
172+40.57
P.O.C.=P.C.
175+49.55 P.T.
4° C.R.
Δ 6°31'
T. 81.35'
P.C.S. 174+87.5
P.C. 176+86.63
Install 24" Pipe 92'
Dr. Exc. 6 c.y.
P.T. 179+87.5
181+00.24 P.T.
24
25
Inst. 18" Pipe-72'
Dr. Exc. 7 c.y.
Const. Approach
Const. Approach
P.S.C. 169+81.9
Const. Front. Rd. Connec.
Inst 18" Pipe-85'
Dr. Exc. 5 c.y.
Inst. 12" Pipe 52'
Dr. Exc. 3 c.y.
(Future)
Sta. 171+00 to Sta. 197+00
Const. Type 2 Fence
Inst. 18" Pipe-82'
Const. Inlet Ditch 100'
Bottom 2' Slopes 1½:1
Dr. Exc. 16 c.y.
P.C. 183+75.41
THOS. SMITH D.L.C.
Install Construction
Identification Sign
Where Directed
Sta. 180+00 to Sta. 190
Install 15" Pipe -778'
-420' (Con
Const. Manhole Lt.
Bott. El. 2347.0
Top El. 2351.0
Extra Under Pavt. -28'
Dr. Exc. 336 C.Y.
See Profile Sheet 15-A

RECEIVED
FEB 2[illegible] 1962
FOR FILING

5991

February 20, 1962

Mr. C. O. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: North Ashland-South Ashland
Section, Pacific Highway
(Mistletoe Undercrossing Project)

Reference is made to your letter of February 19 concerning the proposed agreement between the State and the Southern Pacific Company covering the completion of the railroad line change at the Mistletoe Undercrossing.

When the original agreement, dated April 14, 1961, was executed with the Southern Pacific Company, that Company did not understand that the structure itself was to be constructed under that agreement and consequently its estimate of costs for engineering inspection was made only to cover grading and was not adequate for the entire job. Under date of July 14, 1961, I wrote you attaching a copy of a letter from the Southern Pacific Company stating this misunderstanding and advising that the inspection of the structure would require an engineering inspector on the job whose salary and personal expenses would be approximately $1,240 per month. I asked your approval for increasing reimbursement to the Southern Pacific Company to cover this engineering inspection cost. Under date of July 24, 1961, you wrote me advising that you would interpose no objection to the inclusion of the engineering inspection cost under construction engineering.

To cover the work now going on, the grading of the railroad line change and the construction of the undercrossing structure, we have received two billings from the Southern Pacific Company; the first covering costs in July, August and September in the amount of $2,947.83, and the second covering a cost in October in the amount of $1,737.17, or a total railroad billing of $4,685. These billings include preliminary engineering, field engineering, inspection, and overhead and accounting charges. Because all of this work was on the new alignment and not endangering existing facilities, there were no flagging or watchmen charges made against the project.

The agreement which was submitted to you with my letter of February 13 covers all of the reimbursable costs of the railroad company for the work covered by the original agreement of April 14, 1961, and in addition covers the completion of the line change and all other work incidental to the project. In making up the agreement the railroad company assumed that it would be best to have the entire project included in one agreement rather than to have two agreements covering separate phases of the project. I concur with them in this method of handling the matter.

I would appreciate your consideration of the approval of this agreement to cover the railroad reimbursable work. This new agreement refers back to the original agreement of April 14, 1961, and establishes the date upon which the work was covered by approved agreement. We expect the railroad company to start laying track as soon as weather conditions permit so that its traffic may be routed over the new line and our contractor thereby enabled to complete his grading work through the present railroad right of way. Any extensive revision of the presently proposed agreement would delay our work under the contract for the North Ashland-South Ashland Section and would increase the cost both to the State and the Federal Government.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

TO :Mr. Forrest Cooper, State Highway Engineer
Attn: Mr. G. S. Paxson, Deputy State Highway Engr.
Salem, Oregon

DATE:February 19, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: North Ashland - South Ashland Section,
Pacific Highway (Mistletoe Railroad Line Change)

We are returning herewith the unsigned State-Railroad agreement covering the above project, transmitted with your letter of February 13, 1962.

The agreement is inadequate in its present form in that it does not indicate how much of the railroad work shown in the original agreement has been done and how much of it is included on Exhibit "A" of the agreement now proposed. For the sake of clarity we would suggest a supplemental agreement covering only the uncompleted work.

The agreement dated April 14, 1961, executed in connection with Project I-5-1(31)12, the Mistletoe railroad undercrossing structure, lists a total of $4,510 estimated cost and expense to the railroad. The engineer's estimate, however, includes only $550 of railroad work. There is no indication as to whether or not the remainder is included in the new agreement.

We would prefer separate agreements covering work on the two projects involved. As a minimum, the existing deficiencies must be corrected by any necessary changes in railroad agreements and/or project estimates.

Our approval will be withheld pending receipt of further word from you concerning the unsatisfactory features mentioned above.

Attachments

RECEIVED
FEB 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1962
FOR FILING

J [illegible] 12

5991

Salem, Oregon
February 19, 1962

North Ashland-South Ashland
Section, Pacific Highway
Jackson County

Mr. W. T. Wright
Right of Way Engineer
BUILDING

I have conferred with the Southern Pacific Company with reference to the carrying of the irrigation system under the new alignment of the railroad north of the Mistletoe Undercrossing. Mr. Kruttschnitt advises that under their deed for the present railroad right of way they are required to provide passage for irrigation water under their tracks and across their right of way. He will not object to having the same provision inserted in the deed for the new right of way which we are to deliver to them.

I would suggest that in acquiring the property from the owner this be in his deed to us and that in turn, in deeding the railroad right of way to the Southern Pacific Company, similar language be used in that deed.

As you know, we are to prepare a deed to the Railroad and submit it to them for their approval prior to its execution.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. Frank Morgan
Mr. L. R. Chandler

Note to Mr. Morgan and Mr. Chandler: Since we have no railroad insurance in the grading contract for the North Ashland-South Ashland Section, our grade man should stay completely off of the new railroad right of way after rail traffic is routed thereon.

FORM E-30 50M 6-61 36881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 16, 1962

SUBJECT: North Ashland-
South Ashland Section

To: Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

Replying to your letter of February 9, and brought to me by Mr. Wolfe, in regard to certain items of work to be performed on the Southern Pacific Railroad Company right of way, I advise as follows.

The extension of the 4-foot stone arch, at the approximate Railroad Station 940+50, has already been extended. It will be unnecessary to do this on the other contract.

The 24-inch pipe at Station 943+80 has also been extended.

The railroad grade, mentioned in your Paragraph 3, will be completed under the existing contract, and the removal of portions of the existing railroad grade, mentioned in your Paragraph 4, can be stopped at the railroad right of way line.

Please advise if further information is needed.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds
cc: Mr. F. D. Morgan

INITIALED
G. S. PAXSON

RECEIVED
FEB 19 1962
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 15 1962
FOR FILING

5991

February 13, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
577 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: North Ashland-South Ashland
Section, Pacific Highway
Jackson County
(Mistletoe Railroad Line Change)

Attached is a copy of a proposed agreement between the Southern Pacific Company and the State covering the completion of the Southern Pacific Company's line change at the Mistletoe undercrossing in Jackson County.

A preliminary agreement was entered into April 14, 1961, covering the first phase of this project. This agreement, however, did not cover the work which the Southern Pacific Company has to do in re-laying its tracks on the new grade. In drawing up this new agreement, you will note that the Southern Pacific Company has included not only the work which it has yet to do but also the cost of the work which it has already done under the original agreement. This seems to be a rather awkward way to handle it, but I see nothing objectionable in it other than this awkwardness.

It would be appreciated if you would review this agreement and advise me as to your approval of it. This is a copy that must be submitted to the State Highway Commission for approval and I would ask that it be returned to me as soon as practicable. Conformed copies will be furnished you upon completion of the agreement by the Highway Commission and the Southern Pacific Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

2-23-62
Agreement to Comm.
for March 2 meeting

GSP:me
attach.
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. E. Young

Salem, Oregon
February 13, 1962

North Ashland-South Ashland
Section, Pacific Highway
Jackson County
(Mistletoe Railroad Line Change)

Mr. W. T. Wright
Right of Way Engineer
BUILDING

Attached is a copy of a proposed agreement between the Southern Pacific Company and the State covering the railroad line change at the Mistletoe Undercrossing. In connection with this project, we were to deed to the railroad company the new right of way, which is shown colored in red on the attached map, and the railroad company is to deed to us the right of way colored in yellow.

We are ready to start laying track on the new line and the transfer of property should be completed at the same time that traffic is routed over the new line. It would be appreciated if you could have the deeds for the property we are to transfer to the railroad company made up and submitted to the Southern Pacific Company for approval as soon as practicable.

Also attached is a copy of Southern Pacific Company's letter of February 7 with which they submitted the proposed agreement.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. L. I. Lindas
Mr. R. L. Porter
Mr. L. E. Young

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FOR FILING

517

Salem, Oregon
February 9, 1962

North Ashland-South Ashland
Section

Mr. L. R. Chandler
Division Engineer
Post Office Box 1128
Roseburg, Oregon

At the Mistletoe Undercrossing of the Southern Pacific line change in the South Ashland Interchange, the railroad company is to install their own track on the line change. They have submitted to me an agreement covering this work and in the agreement they provide that if any work is done by our contractor on their right of way, we shall furnish them with the usual railroad insurance. When they say railroad right of way they mean the right of way covering the relocated tracks as our contractor could not be doing any work on the existing right of way until railroad traffic is diverted to the new line.

They also show the extension of a 4-foot stone arch pipe at approximately Railroad Station 940+50 and the lengthening of a 24 inch concrete pipe at approximately Railroad Station 943+80.

The question on these drainage structures is: Can they be lengthened and the fill made for the new railroad alignment under the R & M Contract or must they be deferred until later? If they cannot be done under R & M Contract, I believe we should have the railroad do the work with its own forces. There is also some question in my mind as to whether we have widened the railroad grade to the west between Railroad Station 939 and the northerly end of their line change at Station 946.

The contractor on the North Ashland-South Ashland Section will be removing a considerable portion of the existing railroad grade. Can this removal be stopped at each end at the railroad right of way line so that none of his grading will be on the railroad right of way?

Mr. Wolfe will bring this letter down with him when he meets you on Monday the 13.

G. S. Paxson
Deputy State Highway Engineer

GSP:hlb

cc Mr. Forrest Cooper

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24 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

4991

file

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 23, 1962

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Re: Telephone Line Adjustment
N. Ashland Interchange-S. Ashland Interchange Section

Pacific Highway
Jackson County
Project I-5-1(35)12

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of January 5, 1962.

Reimbursement for work done subsequent to that date will be done subject to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

TWL:bjh

cc: R. L. Porter ✓
C. G. Polk
L. H. Young
C. H. Maison
L. R. Chandler
Bill E. Brown

RECEIVED
JAN 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JAN 6 1962
FOR FILING

5911

January 5, 1962

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

N. Ashland Interchange-
S. Ashland Interchange
Pacific Highway, Jackson County
Project No. I-5-1(35)12

Herewith are the following data covering adjustment of the Pacific Northwest Bell Telephone Co. facilities in connection with construction on the subject project:

1. Two copies each of two letters from our Staff Attorney which establish the obligation of the State to reimburse the Company for certain portions of the adjustment.

2. Two copies of the Company's estimates for making these adjustments.

3. Two copies each of the sketches prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the adjustments as of this date are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
DEC 21 1961
FOR FILING
5911

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT:
Agreement
North Ashland Interchange-South Ashland
Interchange Section
Pacific Highway
Jackson County

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Enclosed are three copies of the agreement between the State and the Talent Irrigation District relating to the adjustment of the district's facilities on this project.

Please forward one copy to the District Maintenance Superintendent and one copy to the Resident Engineer on the project.

Frank D. Morgan
Construction Engineer

By

C H Baker

C. H. Baker
Asst. Field Construction Engineer

TWL:jd

cc: Floyd Query

ILED
YD QUE

RECEIVED
DEC 19 1961
FOR FILING

5991

December 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering directional signing on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

This work is necessary for the direction and guidance of traffic and is in accordance with the special provisions of the contract.

Equipment rental rates will be in accordance with the agreement between the State and Associated General Contractors. Contractor's percentage allowance will be in accordance with the provisions of this contract.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:jb
Enc.

RECEIVED
JAN 16 1962
FOR FILING

5791

MISC. CONTRACTS and
AGREEMENTS no.

Salem, Oregon
December 15, 1961

Agenda Item 4-q

Mr. Frank Morgan
Construction Engineer
Office

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Attached is a fully executed copy of an agreement with the Talent Irrigation District covering revision and reconstruction of the irrigation structures and facilities on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Talent Irrigation District.

Secretary

rn
Atach: 1

RECEIVED
DEC 15 1961
FOR FILING

4491

December 15, 1961

Talent Irrigation District
P.O. Box 467
Talent, Oregon

Gentlemen:

We are enclosing for the records and files of the Talent Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Talent Irrigation District covering revision and reconstruction of the irrigation structures and facilities on North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
DEC 15 1961
FOR FILING
T[illegible]
5991

December 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending, under separate cover, three copies of Progress Voucher with supporting documents covering the purchase of rights of way on the following Federal Aid Project:

I-5-1(26)12	N. Ashland Interchange-S. Ashland Interchange Section	$268,776.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
DEC 8 1961
FOR FILING

5971

December 7, 1961

Oregon State Highway Commission

Gentlemen:

The new Interstate Highway No. 5, now under construction in Jackson County (North Ashland Interchange-South Ashland Interchange Section) crosses portions of the Talent Irrigation District. This necessitates the revision of certain of the facilities of the Irrigation District.

An agreement has been reached with the Talent Irrigation District for the revision and reconstruction of the irrigation structures and facilities.

The proposed agreement has been approved by our legal and engineering departments. It is recommended that you approve this agreement, which will be presented by the Secretary at the next Commission meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc P. M. Stephenson

RECEIVED
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FOR FILING

5991

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. M. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 4 1961
FOR FILING

5991

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the adjustment of private water lines on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 5991, in connection with Federal Aid Project No. I-5-1(35)12.

Water lines, on private property prior to the purchase for right of way, must be moved for construction. The lines are shown on the plans and moving them is an anticipated item of the contract.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 1 1961
FOR FILING

5991

2230

November 30, 1961

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Attached is a draft of a suggested letter to Mrs. Irene E. Bradshaw, of Ashland, in reply to her letter to you of November 14.

Mrs. Bradshaw has made a complaint that the State Highway Department has taken her well and left her without water. Investigation has shown that she has been granted an extension of time in which she may use the old well while drilling a new well.

Mrs. Bradshaw was paid $820 for the old well and this should adequately compensate her for the cost of re-establishing the facility.

If you wish any further information concerning this matter, please advise and we shall be happy to furnish it.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Attach.

cc Tom Edwards
F. D. Morgan

CHB:jw fn

SUGGESTED DRAFT OF REPLY FOR GOVERNOR'S CONSIDERATION
November 30, 1961

Mrs. Irene E. Bradshaw
102 Butter Creek Road
Post Office Box 461
Ashland, Oregon

Dear Mrs. Bradshaw:

I have your letter of November 14 and the matter that you brought up in your letter concerning the State Highway Department acquiring your well has been investigated.

I have been informed that you have started drilling a new well and have been granted use of the old well in the interim.

I am told by Highway Department people that you were paid $[illegible]20 to compensate you for the re-establishment of your well and water system. It is the belief of the highway engineers, who have investigated this matter, that it will be feasible to drill a new well and re-establish your water supply within the amount allowed and that no serious problem should result.

I can well understand your concern in this matter, as being deprived of a water supply would be unthinkable. If you experience any trouble in securing a new well, I am sure that a letter directed to the State Highway Department in Salem will be given every consideration.

I regret any inconvenience that you may have been caused.

cc Tom Edwards
F. D. Morgan

FORM E-36 50M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1961

SUBJECT: Assignment No. 2230
R/W File 31148 (Bradshaw)
N. Ashland-S. Ashland Section
Pacific Highway
Jackson County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

The complaint by Mrs. Bradshaw about her well, which was the subject of a letter to Governor Hatfield, has been investigated. Mrs. Bradshaw has been granted use of her old well until December 20, 1961 and has, as of November 22nd, started drilling a new well on her remaining property.

A field investigation shws that it would be possible to allow use of the well across the road from her place, as it is some 18 feet from the toe of the fill slope. However, due to Bureau of Public Roads regulations, it would take the approval of the Washington, D. C. office to allow use of this well. A map of the area is attached.

Therefore, it is suggested that we hold off on any action to allow use of the well until drilling is completed at the new location. Since two successful wells have been drilled in the immediate vicinity, it is to be expected that the new well will also be satisfactory.

The right of way will be turned over to the county at the completion of the project.

Rough drafts of letters to the Governor and Mrs. Bradshaw are attached.

Tom Edwards
Construction Engineer

CHB:jw

Attach.

[illegible]

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 22, 1961

SUBJECT: Sketch Map-Bradshaw Well
N. Ashland-S. Ashland Interchange
Contract No. 5991

To: Mr. Tom Edwards
Construction Engineer
Salem, Oregon

In conformance with Mr. Curt Baker's telephonic request, we are submitting herewith a sketch map showing a well located on the Dickey-Olsen property, file No. 31146, and the location of the toe of our fill slope. Mrs. Bradshaw has requested that we sell her a piece of property on which this well is contained so that she can replace her well which was purchased in our right of way negotiations.

Mrs. Bradshaw was paid some $820.00 for the loss of her well, pump, and pumphouse and was advised at the time of this transaction that she would have 30 days in which to replace her water sup ly during which time she could utilize the old well. This occurred in May, 1961, and no effort has been made by her to re-establish her water supply until just recently. Dale Hill advised her that she could have until December 20 to re-establish her water supply.

We have no objection to the sale of a portion of the property as outlined in red which contains an unused well; however, we have been advised that possibly since the Bureau participated in the purchase of the property, that we cannot resell it. If this is true, possibly some agreement could be made whereby she could obtain an easement for the use of the well. However, I do not believe that this should become a permanent feature. According to Mr. Bill Brown's letter of transmittal, a copy of which is enclosed, Mrs. Bradshaw advised him that a well driller was coming on Wednesday, November 22, to start drilling a new well in which case she would have no need for the additional well on the Dickey-Olsen property.

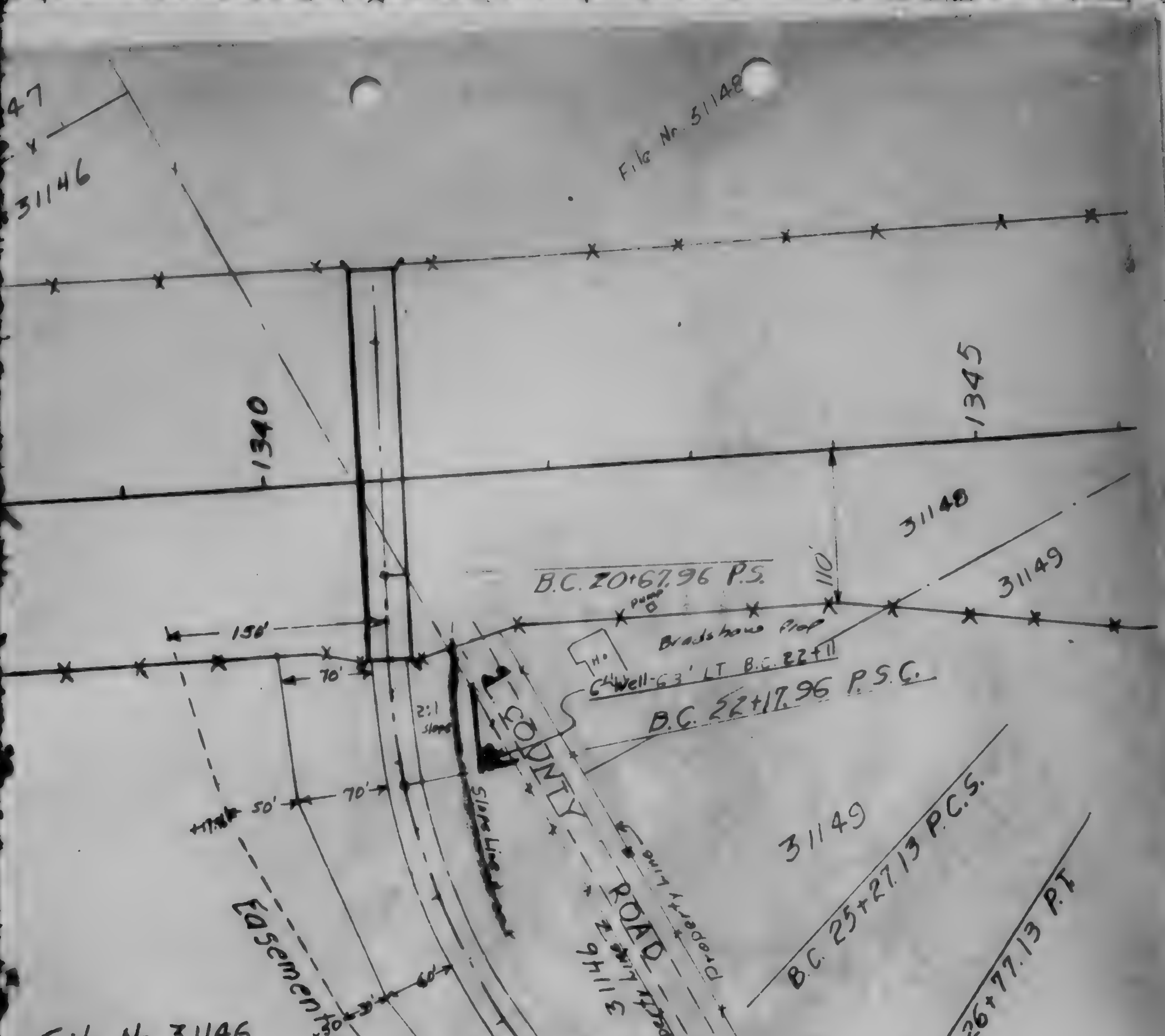
As we have paid Mrs. Bradshaw for the loss of her original well, I feel that we have met our obligation and recommend that unless the property can be sold outright, that we allow her the use of the well until such time as she can re-establish water on her own property.

J F Putnam
J. F. Putnam
Ass't. Division Engineer

JFP:ct
Attach.

CONSTRUCTION DIVISION
RECEIVED
NOV 24 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
ACE ACE COE

REFERRED TO
Baker


File No. 31148
31146
47
1340
1345
110'
31148
31149
B.C. 20+67.96 P.S.
Pump
Bradshaw Prop
Ho
C/L Well-63' LT B.C. 22+11
B.C. 22+17.96 P.S.C.
150'
70'
70'
50'
2:1 Slope
Slope Line
C/L COUNTY ROAD
Property Line
Property Line
31146
31149
B.C. 25+27.13 P.C.S.
B.C. 26+77.13 P.T.
60'
30'
50'
+50
Easement Line
R/W Line
31146
File No 31146

Bradshaw Property
N. Ashland Inter. - S. Ashland Inter.
Pacific Highway
Jackson County
Prefix 615-1090
Contract 5991
Resident Engr. Bill E. Brown

PLEASE RETURN TO
ASSIGNMENT FORRE[illegible] COOPER

Date: Nov. 21, 1961 No. 2230 By fc

Description: Letter of 11-14 from Mrs. Irene E. Bradshaw, 102 Butler Creek Road, Ashland, to Governor Hatfield re Highway Department's taking of her property.

Acknowledged by_____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: EXPEDITE

CONSTRUCTION DIVISION
RECEIVED
NOV 20 1961

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Executed 11-28-61 fc Report Received________

PLEASE RETURN TO
FORREST COOPER

November 17, 1961

DUTCH:

I would appreciate it if you would please draft a suggested reply for the Governor's signature. Thanks.

WARNE

RECEIVED
NOV 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

nd

Nov. 14, 1961
Ashland, Oregon

Governor Mark Hatfield - Hiway
Salem, Oregon

Dear Sir:

My problem might seem small to some people, but to me it is very large indeed. I live just outside the city of Ashland, Oregon, and the new freeway cuts right through my land; also they are putting a new county road through it, which cuts the land into three different parts. The freeway comes within a few feet of my house, taking the well, pump, and wellhouse. What upset me in the first place was the fact that just before getting to the house itself, the highway men swerved their lines in about 20 feet, thus just missing the house, but leaving me with a house and no water. It seemed to make no difference what I said about this, because the conversation would come around to "condemning the land," and taking it anyway. Now just across the street from my house there is a very small piece of land that the ~~State~~ State had to buy from some other people because it lies just between the old, or present, Butler Creek Road, and the new Butler Creek Road which is scheduled to be built. On this

II

land, approximitely 80 feet from my house, is a well which has been drilled and capped over and which would provide plenty of water for my house and yard. We have been to see the Resident Engineer several times, and he has been out to see this well, and to measure distances from the road, etc. He agrees that the well is on dead land and will never be of any use to anyone, and yet he says there is nothing I can do about purchasing it or getting an easement on enough of this land to use the well. I have talked to the men in the Highway Dept. in Medford, and they will do absolutely nothing - saying that I can probably get an easement to this land *after* the entire highway project is completed. But you cannot live in a house without water. I have two children to support, and I must know what to do about this. Can you please help me?

Thank you very much.

Sincerely yours,

Mrs. Irene E. Bradshaw
102 Butler Creek Rd.
(P.O. Box 461)
Ashland, Oregon

RECEIVED
NOV 30 1961
FORM E-30 50M 8-61 96681
FOR FILING

711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1961

SUBJECT: Talent Irrigation District Agreement

To: Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

Please find attached a copy of our last letter to the Talent Irrigation District. Certain revisions in the agreement had to be made to satisfy the district. As soon as we receive the signed copies of the agreement, we will obtain extra copies for distribution.

Frank C McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:bjk
Attachment
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
NOV 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 29, 1961

Mr. F. P. Farrell
Attorney at Law
Suite 230 Franklin Building
Medford, Oregon

Re: Talent Irrigation District
Agreement

Dear Mr. Farrell:

Thank you for your letter of November 28. As promised on the telephone, however, I am enclosing herewith three copies of the agreement as revised which deletes from paragraph 2 under THINGS TO BE DONE BY STATE any mention of the contractor's liability. As stated in Mr. Sollis' letter of November 17, 1961, our contractor is liable to the State for any claims that may arise due to the interruption of irrigation and his contract is covered by a bond in excess of $1,000,000.00.

In reviewing the agreement's Exhibit "A," it was Mr. Litchfield's opinion (he is our Utility Engineer) that several pages could be deleted inasmuch as they referred to matters other than those between the irrigation district and the State. The Exhibit "A," therefore, attached to this new agreement has several pages deleted and will not conform to the two copies which you have.

Mr. Litchfield will be in Medford on December 5 and will contact either your office or the district as to the time and location of the meeting. At that time he will fully explain the change in Exhibit "A."

If the district approves the agreement, please have them sign all three copies and turn them over to Mr. Litchfield who will bring them back to Salem for the Highway Commission meeting on December 8. After they are signed by the Commission, a fully executed copy will be returned to the district.

Thank you very much for your cooperation and assistance in this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:bjk
Encls.
cc: Ted Litchfield
L. I. Lindas
G. S. Paxson ✓
Tom Edwards

RECEIVED
V 16 1961
FOR FILING

5991

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 16, 1961

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5991, awarded October 20, 1961, for grading-structure on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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14 1961
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

To: MEMO TO FILE

SUBJECT: Talent Irrigation District
Land Exclusion
Crossing Agreement

On Wednesday, November 8, 1961, the undersigned and Mr. Litchfield met with Mr. Walter Hoffbuhr, Secretary-Manager of the Talent Irrigation District, Mr. Jim Callan, Project Engineer, Bureau of Reclamation, and Mr. F. P. Farrell, Attorney for the Talent Irrigation District.

The meeting covered the subject of land exclusion and the approval of a crossing agreement by the district. As regards the land exclusion, we have presently purchased 57 acres which are subject to assessments of the irrigation district and there are a few parcels yet under condemnation. Because of the failure of the irrigation bill in the last legislature, the district prefers to wait until 1963 before including the land in order to attempt to pass legislation to offset their loss of O & M revenue. I have been assured that whatever happens in the '63 legislature, the district will at that time cooperate in the exclusion of the land.

As regards the approval of the crossing agreement, the attorney for the district desired one change in the agreement to the effect that the following sentence be changed from "any damage resulting from the loss of irrigation water shall be borne by State's contractor" to include the state as being responsible for any damage. The problems arising from this suggested change are presently being adjusted and will undoubtedly be worked out in the near future.

Jack L. Sollis
Jack L. Sollis
Staff Attorney

JLS:ckr
cc: L. I. Lindas
G. E. Rohde
Frank McKinney
G. S. Paxson
Ted Litchfield
Curt Baker

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

7

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424

NOV 9 1961

Oregon State Highway Department
Salem, Oregon

Attention: Tom Edwards - Construction Engineer

Re: North Ashland Interchange -
South Ashland Interchange
Section Pacific Highway

Gentlemen:

The construction plans and profile sheets for the North Ashland Interchange - South Ashland Interchange Section of the Pacific Highway have been approved by the Bureau of Reclamation pursuant to Article 9 of Contract No. 14-06-100-1306, dated September 12, 1957, between the State of Oregon and this Bureau. One set of the approved plans are enclosed herewith for your records.

Our approval of the plans has been given subject to certain changes which have been mutually agreed to. These changes are set forth in your letter to our Construction Engineer at White City, Oregon, dated September 22, 1961, a copy of which was furnished this office.

A copy of the approved plans along with a copy of the Special Provisions for the above mentioned Highway which was furnished this office with your letter of October 2, 1961, are being forwarded to our Construction Engineer at White City, Oregon.

Very truly yours,

M. B. Austin

Assistant Regional Director

COPY OF PLANS TO
GEN. FILES 11-13-61
I

PIES OF LETTER TO:
ARKES (3)
SION (3)
FILES (1)
13-61

Enclosure

Copy to: Const. Engr., White City, Ore.
(w/encl)

Litchfield

CONSTRUCTION DIVISION
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NOV 13 1961
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NOV 13 1961
OREGON
STATE HIGHWAY COMMISSION

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2-2A 2B 2C	Typical Sections & Details
2D	Summary
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7-10	Plan & Profile
10A	Profile (E Main St & Tollman Rd)
11	Plan (Green Springs Highway Mt.)
11A-11B	Profile (" " " ")
11C	Grading Plan (" " " ")
12-14	Plan & Profile
15	Plan (S Ashland Interchange)
15A-15B	Profile (" ")
15C	Grading Plan (" ")
16	Plan & Profile

Drg. No's.
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2051-End Basin
2085, 2085 A } Fence
2091-CMP Installation Details
2094-Guard Rail & Barricade
2105-Concrete Inlets
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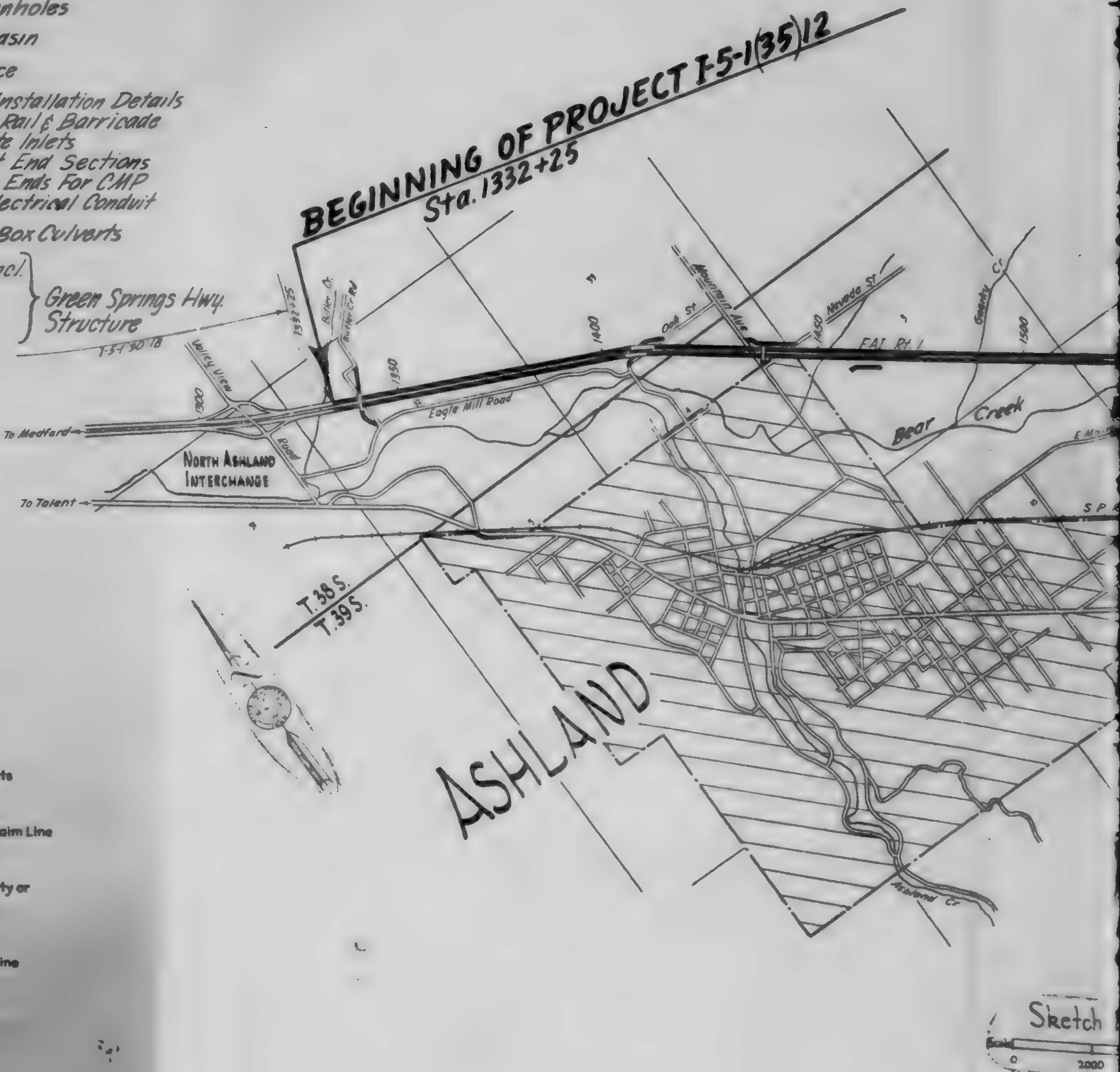
1R2-2086-Electrical Conduit
9795, 12950 } R.C. Box Culverts
17108-17111 Incl., 14656, 14660, S-267 } Green Springs Hwy. Structure

STATE
STATE HIGHW
PLANS FOR PR
GRADING

N. ASHLAND INTERCHANGE-

PACIF
JACKS
OCTO


BEGINNING OF PROJECT I-5-1(35)12
Sta. 1332+25
I-5-1 30 10
Valley View Road
1300
1332+25
Butler Cr.
Butler Cr. Rd
1350
1400
Oak St
Mountain Ave
1450
Nevada St
FAI Rt. 1
1500
Eagle Mill Road
Bear Creek
To Medford
To Talent
NORTH ASHLAND INTERCHANGE
S P
T. 38 S.
T. 39 S.
ASHLAND
Ashland Cr
Sketch
Scale
0
2000

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

N. ASHLAND INTER.-S. ASHLAND INTER. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

Approved pursuant to Article 9 of
Contract No. 14-06-100-1306 dated
September 12, 1957

STATE OF OREGON (through the State
Highway Commission)

OF OREGON
WAY DEPARTMENT

ROPOSED PROJECT
& STRUCTURE

E-S.ASHLAND INTERCHANGE SECTION

FIC HIGHWAY
KSON COUNTY
CTOBER, 1961

By________________________
Chairman, State Highway Commission

By________________________
Member

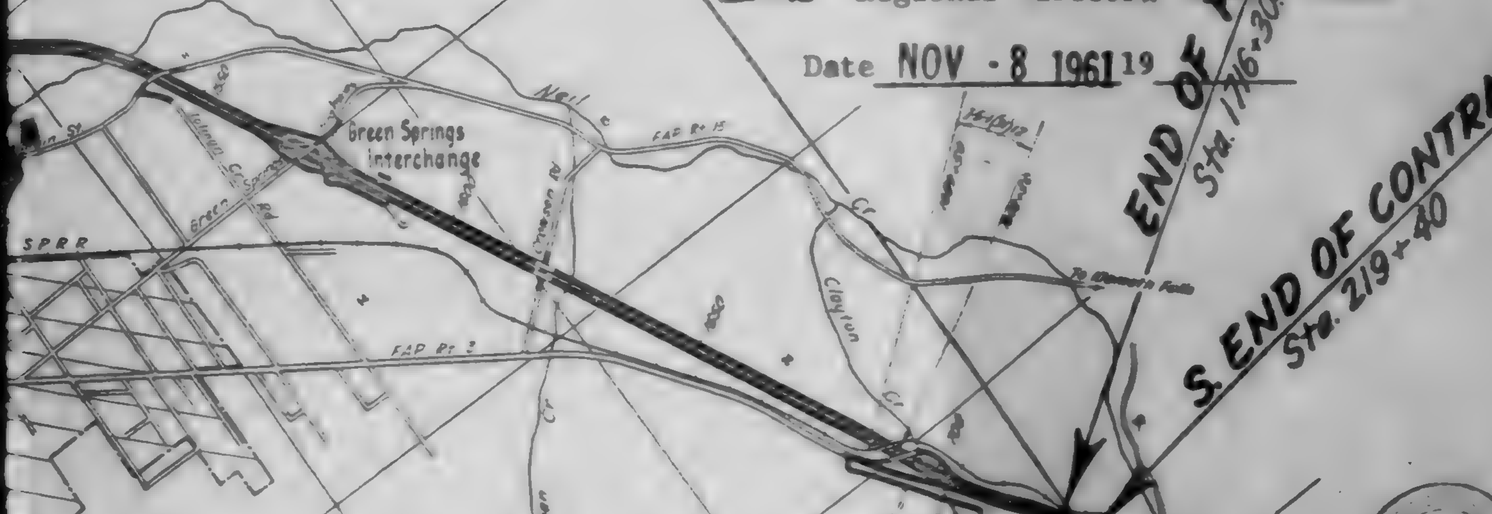
By________________________
Member

Date____________, 19___

UNITED STATES BUREAU OF RECLAMATION

By M. B. Austin
~~Acting~~ Regional Director, Boise, Idaho

Date NOV - 8 1961 19___


END OF PROJECT I-5-1(35)12
Sta. 176+30.04
S. END OF CONTRACT PROJECT I-5-1(35)12
Sta. 219+40
Green Springs Interchange
South Ashland Interchange
Green Springs Rd
SPRR
FAP Rt. 2
FAP Rt. 15
Neil Cr
Clayton Cr
Tolman Cr
To Klamath Falls
To Siskiyou Lane
EQUA. Sta 176+30.04 Bk. Sta 204+79.70 Ahd.
I-5-1(35)12
27.8
31.8

etch Map

2000 4000 Feet

W. C. WILLIAMS

Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
M. K. McIver Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

________________________ ________
DIVISION ENGINEER DATE

RECEIVED
NOV 1 1961

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6991

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 31, 1961

Mr. W. H. Hoffbuhr
Secretary-Manager
Talent Irrigation District
P.O. Box 407
Talent, Oregon

Re: South Ashland-North Ashland
Interchange Sections
Pacific Highway
Jackson County

Dear Mr. Hoffbuhr:

In reply to your letter of October 28, 1961, to Mr. Paxson, please be advised of the following:

We have an agreement with the United States Bureau of Reclamation concerning the crossing of all irrigation and highway facilities located within the boundaries of the Talent Division of the Rogue River Project. This agreement provides that any time either party desires to cross the facilities of the other, all that is required is approval of plans by the party whose facilities are being crossed. In the instant case, we have received approval from Mr. Callen, Project Engineer, in White City, of our plans for crossing your facilities.

I will bring a copy of the agreement with me when I come down next week and go over it with you; however, I believe that the agreement will eliminate any necessity for the submission of the agreement between the district and the Highway Commission to the Boise office of the Bureau of Reclamation.

Sincerely yours,

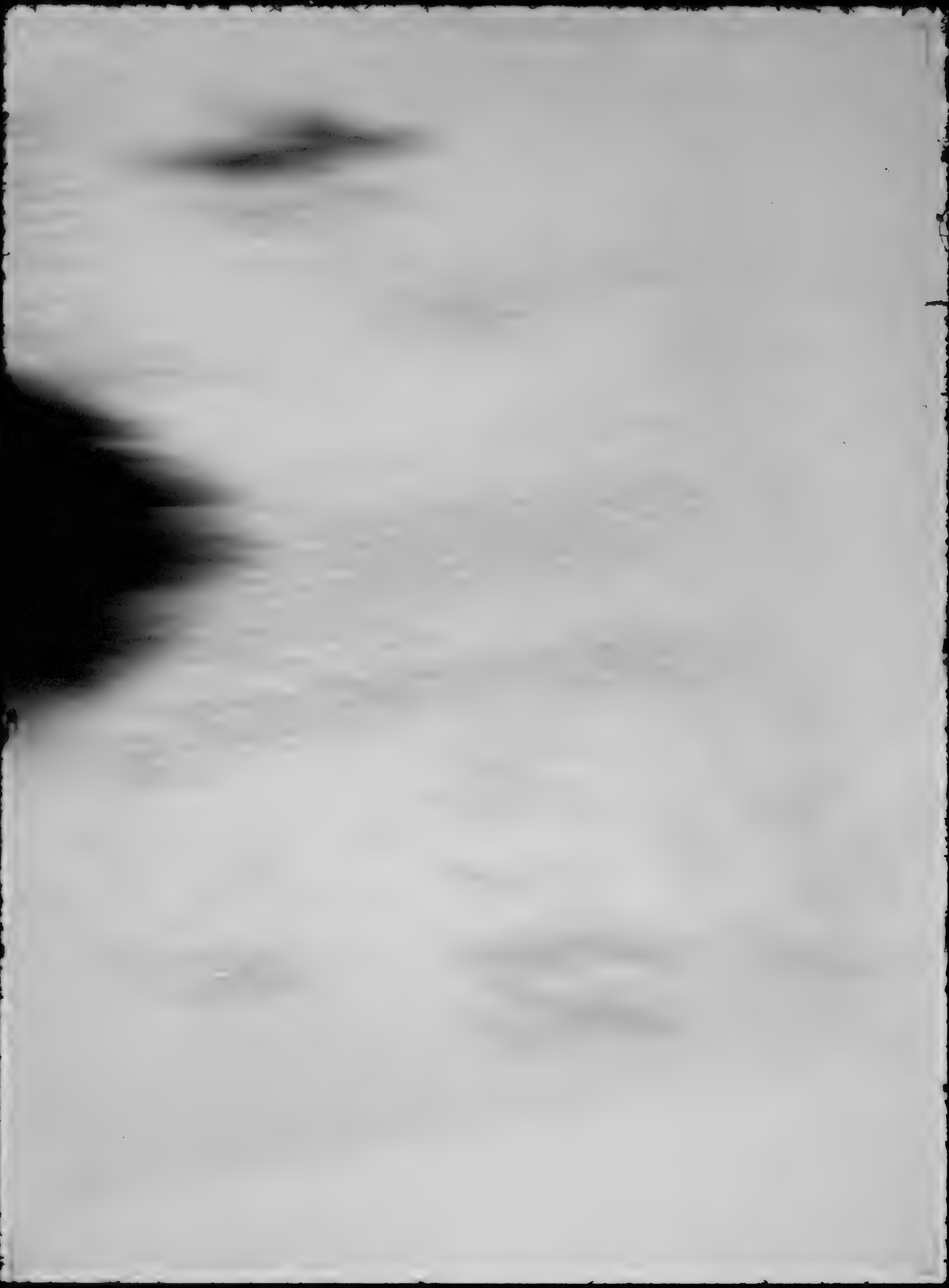
L. I. LINDAS
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:BJR
cc: L. I. Lindas
G. S. Paxson ✓
Ted Litchfield

RECEIVED
OCT 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER



RECEIVED
OCT 31 1961
FOR FILING

5991

Salem, Oregon
October 31, 1961

South Ashland-North Ashland
Interchange Sections
Pacific Highway
Jackson County

Mr. Jack Sollis

Herewith copy of a letter from the Talent Irrigation District advising that approval of the U. S. Bureau of Reclamation is necessary before signing the agreement covering their facilities.

I understand that you will be seeing them next week. Will you please see if it can be straightened out.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

Talent
Irrigation District
KEystone 5-1529 P. O. BOX 467 TALENT, OREGON

October 28, 1961

Mr. G. S. Paxton
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In answer to your letter of October 24, 1961 concerning the agreement on the Highway crossings of the facilities of the Talent Irrigation District, I wish to inform you that it will be necessary for you to submit a copy of said agreement to the United States through their Bureau of Reclamation, Boise, Idaho. This action becomes necessary as the District is now engaged in a repayment contract with the United States for the repayment of construction charges of the Talent Project.

Yours truly,

W. H. Hoffbuhr
Secretary-Manager

RECEIVED
OCT 3 0 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
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5491

October 24, 1961

Mr. W. H. Hoffbuhr
Talent Irrigation District
680 Glenwood Drive
Ashland, Oregon

Re: North Ashland Interchange-
South Ashland Interchange
Jackson County - Pacific Highway

Dear Sir:

Our field forces have discussed with you, and I believe reached agreement with you, on the crossings of the facilities of the Talent Irrigation District in the vicinity of Ashland. I enclose herewith two copies of an agreement between the District and the State covering the crossings of these facilities. I believe you will find these in accord with conferences and would request that they be presented to your Board of Directors for execution. They have already been approved by the State Highway Commission and signed by the Secretary.

Upon completion of the agreement please return one signed copy to this office for our files. The other copy is for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mc

cc to: Mr. W. C. Williams
Mr. F. D. Morgan
Mr. Theo. W. Litchfield

RECEIVED
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5991

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-1(35)12

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-5-1(35)12, North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway, we hereby concur, as of this date, in award of Contract No., 5991 to C. R. O'Neil, of Creswell, Oregon, low bidder in the amount of $1,829,313.50 at the October 18, 1961 bid opening.

NOTED
FORREST COOPER

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AGENDA
OCT 20 1961
4h

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

SUBJECT: Crossing Agreement
Talent Irrigation District
North Ashland Interchange-
South Ashland Interchange Section
Pacific Highway

To: G. S. Paxson
Assistant State Highway Engineer

Office

Attached please find seven copies of an agreement covered by the above subject, requested by you in your letter of September 25, 1961.

Additional copies are available through this office if you should require them.

Jack L. Sollis
Jack L. Sollis
Staff Attorney

JLS:ckr
Att.

RECEIVED
OCT 10 1961
Office of
STATE HIGHWAY ENGINEER

Ⓐ
2 COPIES TO BE SIGNED
(by Secretary)

10-27-61 Ruth Nelson has 4 copies

M

RECEIVED
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FOR FILING

Const
R/W
Pacific Hwy

Salem, Oregon
September 25, 1961

Crossing Agreement-Talent Irrigation District
North Ashland Interchange-South Ashland
Interchange Section
Pacific Highway

Mr. Jack Sollis

Herewith a copy of a letter from C. H. Baker requesting an agreement with the Talent Irrigation District, covering crossing of the Irrigation District's facilities.

I understand you are handling this by letter with the Bureau of Reclamation.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

[illegible]

FORM E-30 50M 8-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

SUBJECT: Crossing Agreement
Talent Irrigation District
North Ashland Interchange-
South Ashland Interchange Sec.
Pacific Highway
Jackson County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

A meeting has been held with Mr. Walter Hoffbuhr of the Talent Irrigation District, Mr. James Callan of the U. S. Bureau of Reclamation, and Mr. T. W. Litchfield, of the Oregon State Highway Department, concerning the subject project. The Bureau and the District made a number of requests at that time. They have been incorporated into the plans, and an agreement may be drawn covering the following points:

THINGS TO BE DONE BY THE STATE:

1. Prepare plans and specifications, let and award all contracts, and supervise the construction of said project.

2. Conduct the work in such a manner as to not interrupt the flow of irrigation water or disturb facilities during the irrigation season. Any damage resulting from the loss of irrigation water shall be borne by the State's contractor.

3. All structural maintenance which must be done within the access control lines.

THINGS TO BE DONE BY THE DISTRICT:

1. Approve plans and specifications as prepared and presented herewith.

2. All operational maintenance and all structural maintenance which may be done outside the access control lines.

Please forward this information to the Legal Division for preparation of a formal agreement.

Tom Edwards
Construction Engineer

By C H Bak

C. H. Baker
Ass't. Field Construction Engineer

TWL:fp

RECEIVED
SEP 19 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 1961

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

-5-1(--)12

NOTED
W. C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 4, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Seven Oaks-Ashland Section
Pacific Highway
Jackson County
Oregon Project I-5-1(26)12

Dear Sir:

This will reply to your letter of September 7, 1961, regarding justification of private facilities on the North Ashland Interchange-South Ashland Interchange Section.

File 31169 (L-3859), Jones, involves a property with a substantial area landlocked under our original right of way acquisition. Our appraisers estimated that the severance damages to this property would be reduced in the amount of $5,150 if access could be provided to the severed remainder.

Under File 33490, Applegate, we procured for $1,000 an easement for the purpose of providing access to this property. The State Highway Commission, on September 15, 1961, dedicated this easement to the public, thereby satisfying the requirement of access to the Jones remainder at a saving, in the view of our appraisers, of $4,150.

The frontage road shown on pages 9 and 10 of the North Ashland Interchange-South Ashland Interchange Plan is provided to serve the remaining property under File 31186, Peterson, and File 31187 (L-3853), Wyckoff. The cost of right of way for this road is approximately $5,000 under File 31185 and $600 under File 31186--a total of $5,600. The cost of construction of this frontage road should not exceed $750. Damages due to landlocking would have amounted to at least $6,500 under File 31186 and $14,500 under File 31187.

The advantage in saving of highway funds by virtue of construction of access, as shown on our plans, is quite obvious. We believe that the right of way purchases and the plans should be approved for full Federal participation.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. R. L. Porter
Mr. L. I. Lindas

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RECEIVED
SEP 27 1961
FOR FILING
I-5-1(35)12

599

September 26, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: North Ashland-South Ashland
Section
Pacific Highway
Jackson County

Dear Sir:

We propose to advertise, for award at the next meeting of the Highway Commission, the construction of the North Ashland-South Ashland Section of the Pacific Highway in Jackson County.

We have previously filed with you an agreement covering the railroad undercrossing and the construction of the new railroad embankment for the line change. The project statement for the next contract will include the Railroad's costs for placing ballast and track upon the line change. This is estimated at $17,400, and is based upon the installation of 1,740 feet of track at $10 per foot. The Southern Pacific Company is preparing the agreement to cover this second phase of the project and has assured me that we will have it prior to the date of opening of bids.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm
cc Mr. W. C. Williams

RECEIVED
SEP 29 1961
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

G. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(35)12, N. Ashland Interchange-S. Ashland Interchange Section, Pacific Highway

We have approved, as of this date, the P. S. and E. documents for the grading and structure of the North Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway, Jackson County.

This is to authorize your advertising for bids. This authorization is given subject to the condition that the following corrections will be made:

1. In the Special Provisions:
   a. Page 76 the last sentence of the penultimate paragraph -- Revise to provide one such sign shall be mounted below each "Construction Identification Sign" required by the plans.

2. On the plans:
   a. Sheet 3 -- Access control line fence on the left - insert note "Construct Type 2 Fence".

   b. Sheet 5 -- Telephone line crossing at Station 1413±90 -- Correct elevations shown for low wire.

   c. Sheet 6 -- Two-inch water line on Nevada Street -- Indicate whether it is to be relocated by others or as extra work.

   d. Sheet 10 -- Note on profile for East Main Street Detour regarding the main line grading -- It appears this should be shown as an exception since the undercrossing structure and surfacing of East Main Street are not provided for in this project.

   e. Sheet 11 -- The relocation of the two-inch water line shown on the right between Stations 1559 and 1566+ and crossing the main line at Station 1559 according to the right-of-way options is an obligation of the State and not by others as noted.

Dexter

-more-

f. Sheet 12 -- Indicate what is to be done with existing 8" concrete pipe on the right of the main line and along the southerly side of Clover Lane.

g. Sheet 15 -- The access control line fence indicated on the right between G-line Stations 171+ and 197+ will require a number of openings until the frontage road is surfaced under a future project and opened to traffic. It should be deleted and included in a future project.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and the submission of satisfactory agreements with the Talent Irrigation District and the Southern Pacific Company.

RECEIVED
SEP 27 1961
FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 25, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
North Ashland Interchange-
South Ashland Interchange
Proposed Bid Opening
October 18, 1961

Dear Sir:

All rights of way or rights of entry have been obtained as of this date except for File No. 31169 - Jones - estimated at $13,000.

A filing will be made by Wednesday, September 27, on this file. The filing had been delayed to permit the State Highway Commission to dedicate, as a public road, an easement purchased for access to this property in order to mitigate a very high damage.

The utility relocation status is reported in the letter which is attached.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:tmg
Attachment

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
FORM E-123-X 90M 1-61
SEP 25 1961

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 22, 1961

U.S. Department of the Interior
Bureau of Reclamation
P. O. Box 386
White City, Oregon

Construction Plans
North Ashland Interchange-
South Ashland Interchange
Pacific Highway
Jackson County

Attention Mr. J. A. Callan

Gentlemen:

We have received your letter of September 15th in which you make reference to our preliminary plans on the above-named section. You have asked for certain changes and we believe that the necessary revisions have been incorporated in the construction plans which are enclosed. The changes you requested will be discussed in the order they appear in your letter.

1. The crossings have all been changed to concrete pipe with rubber gasketed joints.

2. The stop plank grooves have been changed to 2¼-inch channels with anchor bolts (see Sheet 2B).

3. You have received recently plans of our design for the protection of the 30-inch and 24-inch siphons. We feel this to be more satisfactory than the protection you requested.

The additional changes which you have requested are discussed as follows:

1. On Sheet No. 7, Station 1447+75: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

2. On Sheet No. 7, Station 1457+00: The 24-inch pipe has been realigned to lie in the existing ditch and

extended to the access control lines, thus eliminating any new ditch.

3. On Sheet No. 7, Station 1469+06: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

4. On Sheet No. 8, Station 1474+60: The siphon will be extended away from the access control line and the fence will not be indented. This will be done under construction.

5. On Sheet No. 11, Station 1582+95: The exact relocation of the irrigation ditch will be determined at the time of construction to the satisfaction of all parties concerned. The State is exercising the same easement for the relocation of this ditch as the District now exercises. This allows the ditch to be moved anywhere within the property lines.

6. On Sheet No. 13, Station 1625+80: This pipe has been extended to the right of way line, thus eliminating the cut-off ditch.

7. On Sheet No. 13, Station 1637+42: The 24-inch pipe has been realigned to lie in the existing ditch and extended to the access control lines, thus eliminating any new ditch.

8. On Sheet No. 13, Station 1642+00: This pipe has been relocated at Station 1648+00 with the ditch on the east side. This will provide service to the property owner for the area between Stations 1642 and 1648.

There will be no further easements obtained by the State, since the existing easements the District has are in effect for the new location of the ditches.

Very truly yours,

Tom Edwards
Construction Engineer

By

C. H. Baker
Asst. Field Construction Engineer

TWL:jw

cc Forrest Cooper ✓
L. I. Lindas
R. L. Porter
W. T. Wright
F. D. Morgan

H. T. Nelson
P. O. Box 937
Boise, Idaho

W. H. Hoffbuhr
680 Glenwood Drive
Ashland, Oregon

RECEIVED
SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

IN REPLY REFER TO

Rogue Project Office
P. O. Box 186
White City, Oregon
September 15, 1961

CONSTRUCTION DIVISION
RECEIVED
SEP 19 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
CE AC ACE CDE
CB

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. L. I. Lindas, Chief Counsel

Gentlemen:

Thank you for the opportunity to review the plans as to irrigation crossing structures of the Talent Irrigation District over and across the proposed North Ashland Interchange--South Ashland Interchange section of the Pacific Highway.

As discussed with your representative, and Mr. Walter Hoffbuhr of the Talent Irrigation District, and myself on August 29, the following changes are recommended.

1. All crossings should be concrete pipe with rubber waterstops, or transite pipe. Done conc pipe
2. On Sheet No. 2B, Diversion Box Detail, stop plank grooves should be 2-1/4 inch channels with anchor bolts imbedded in the concrete. done
3. On Sheet No. 4, the 30-inch I.D. Billings Siphon and the 24-inch steel pipe siphon should be encased similar to the Medford Irrigation District's Bear Creek Siphon, Phoenix Interchange, recently constructed by R. A. Heintz Construction Company of Portland, Oregon. equivalent designed

In addition, the following changes should be made at various locations:

1. On Sheet No. 7, Station 1447+75, the siphon should extend away from the Access Control Line (without indenting it) so that there is working room between the access control line and the structures on the ends of the siphon. This will make it possible for irrigation district forces to service the boxes without hindrance from the confines of the fence. to be done under construction

REFERRED TO
Asst. Construction Engineer

2. On Sheet No. 7, Station 14[illegible]+00, extend the 24-inch pipe a few feet beyond the [illegible] fence to eliminate the open ditch [illegible] Interstate Highway right-of-way and provide working room for the [illegible] around the structures. pipe realigned to i.e. in existing ditch & extend outside the fence

3. On Sheet No. 7, Station 1466+06. Same as Item No. 1. Same as #1

4. On Sheet No. 8, Station 1474+60. Same as Item No. 1. ✓ ✓

5. On Sheet No. 11, Station 1582+95, the relocated irrigation ditch seems to be located too close to the fence line. The State Highway Department should provide adequate working room between the fence and the ditch. Also, no right-of-way width is specified for the irrigation ditch. Ditch located on prop. property exact location to be worked out on construct.

6. On Sheet No. 13, Station 1623+80. Same as Item No. 2. Extended pipe to R/W line eliminated cut off ditch.

7. On Sheet No. 13, Station 1637+42. Same as Item No. 2. same as #2

8. On Sheet No. 13, Station 1642+00. Same as Items No. 2 and No. 5. Relocated at 1648+00 with ditch on east side to serve prop. owner better.

Adequate records of the rights-of-way for the relocated laterals should be forwarded to the Talent Irrigation District for its file.

Very truly yours,

J. A. Callan
Construction Engineer

RECEIVED
SEP 27 1961
FOR FILING

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of revised right of way plans, sheet No. 7 for the N. Ashland Interchange-S. Ashland Interchange Section, Project No. I-5-1(26)12; and sheet No. 3 for the Rice Hill-N. Oakland Jct. Section, Project No. I-5-3(17)145.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

CL:jb

RECEIVED
SEP 14 1961
FOR FILING

September 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 11, 1961, concerning the relinquishment of a frontage or connecting road at the North Ashland Interchange to Jackson County.

In this case it is our opinion that the subject frontage road is not a part of the federal-aid system but is simply a relocation of Ashland Lane made necessary because of the construction of the Pacific Highway, Project I-5-1(30)18. Had the county road not been situated in this location, the westerly right-of-way line would have been coincident with the access control line (see "FR" Line on sheet 19 of the approved contract plans). This was recognized when the "Throughway Agreement" between Jackson County and the State Highway Commission was executed on January 2, 1959. By terms of this agreement the State is to construct a connecting road from Ashland Lane southwesterly to Valley View Road and when the construction is completed, the County is to assume maintenance and jurisdiction thereof.

Three copies of sheet 19 of the approved contract plans are enclosed which illustrate the matter quite clearly. Your concurrence and approval of the transfer of this frontage or connecting road, under terms of G. M. Williams' circular memorandum dated December 2, 1958, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

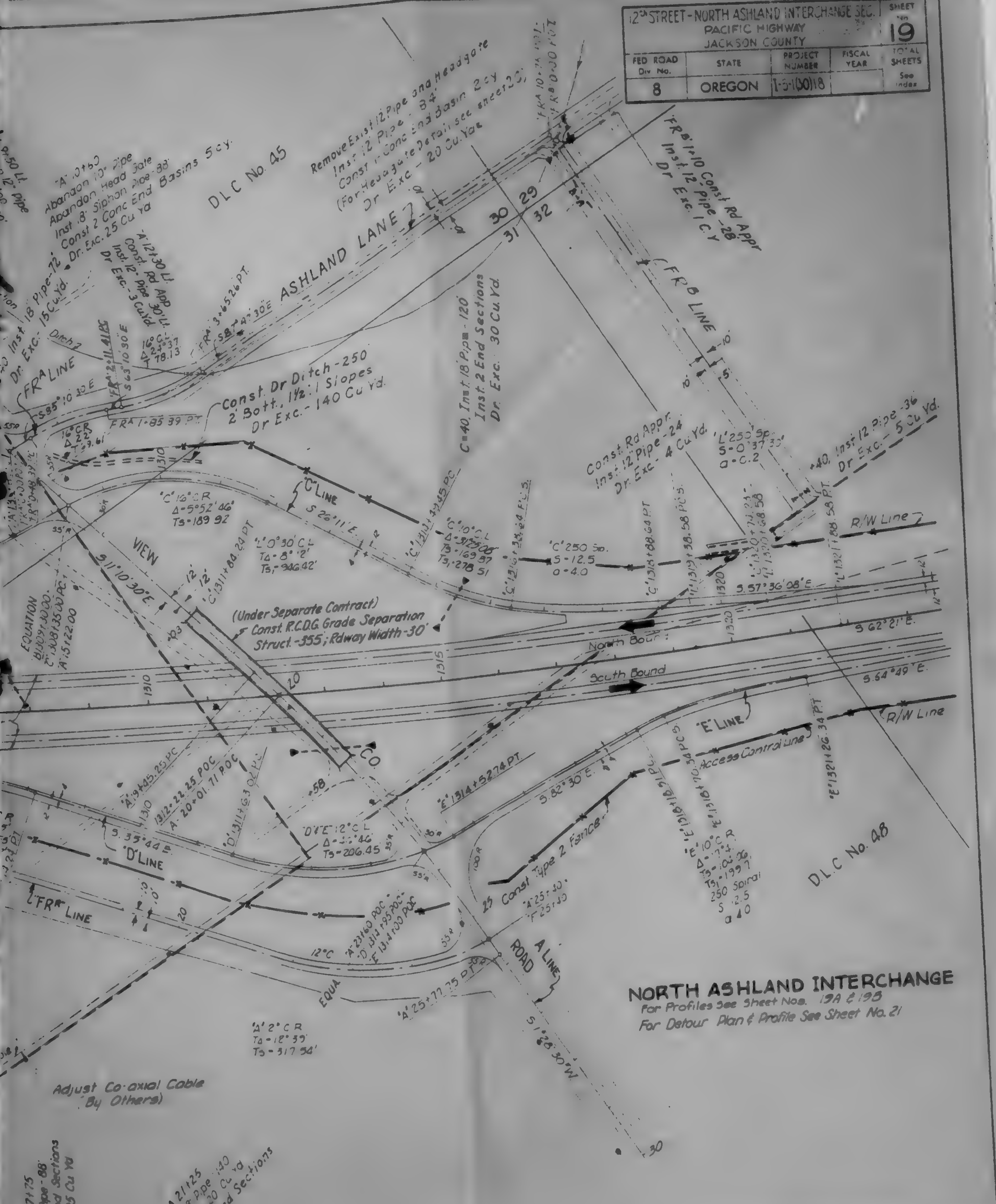
RLP:bb

cc: Forrest Cooper
Tom Edwards

7V-3-3

12th STREET - NORTH ASHLAND INTERCHANGE SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

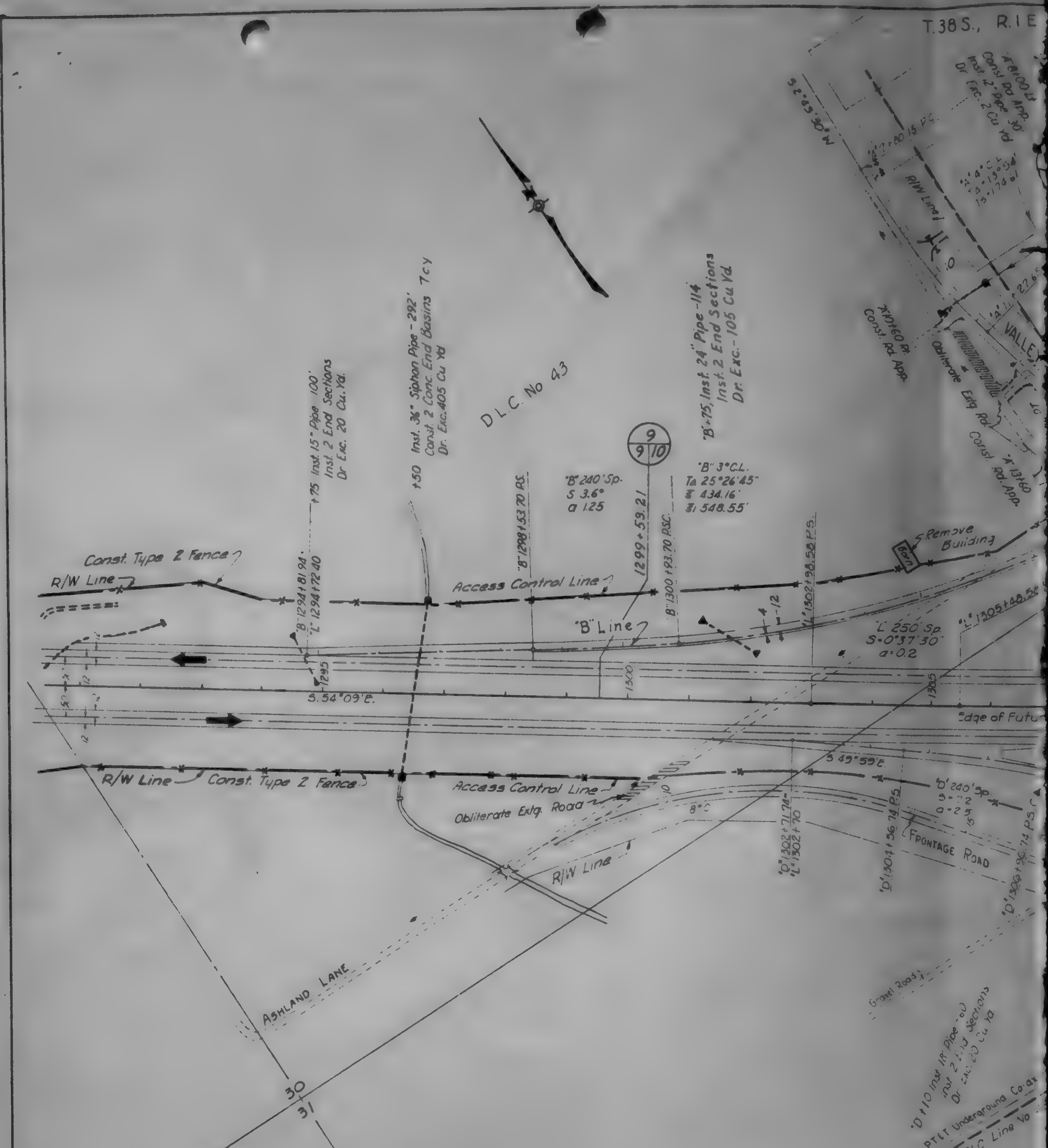
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 19
8	OREGON	I-5-1(30)18		TOTAL SHEETS See index



D.L.C. No. 45
D.L.C. No. 48
ASHLAND LANE
"FRA" LINE
"FRB" LINE
"C" LINE
"D" LINE
"E" LINE
"FRA" LINE
VIEW
A LINE
ROAD
North Bound
South Bound
R/W Line
R/W Line
Access Control Line
"A" 10+50 Abandon 10" Pipe Abandon Head Gate Inst. 18" Siphon Pipe-88' Const 2 Conc End Basins 5 c.y. Dr. Exc. 25 Cu Yd
Remove Exist 12" Pipe and Headgate Inst. 12" Pipe - 84' Const 1-Conc End Basin 2 cy (For Headgate Detail see sheet 25) Dr Exc. - 20 Cu. Yd.
"FRB" 1+10 Const Rd Appr Inst 12" Pipe -28' Dr Exc. 1 C.Y.
Inst. 18" Pipe-72' Dr. Exc. 15 Cu. Yd.
"A" 12+30 Lt. Const. Rd. App. Inst. 12" Pipe 30' Lt. Dr. Exc. 3 Cu Yd
Const. Dr Ditch - 250 2' Bott., 1½:1 Slopes Dr Exc. - 140 Cu Yd.
C=40 Inst 18" Pipe -120' Inst 2 End Sections Dr. Exc. 30 Cu Yd
Const. Rd Appr. Inst. 12" Pipe-24' Dr. Exc. - 4 Cu Yd.
+40, Inst 12" Pipe -36' Dr Exc. - 5 Cu Yd.
(Under Separate Contract) Const. R.C.D.G. Grade Separation Struct. -355'; Rdway Width -30'
"C" 16° C.R. Δ = 5°52'46" Ts = 189.92
"L" 0°30' C.L. TΔ = 8° 12' Ts = 346.42'
"C" 10° C.L. Δ = 31°27'05" Ts = 169.87 Ts = 278.51
"C" 250 Sp. S = 12.5 a = 4.0
"L" 250 Sp. S = 0°37'30" a = C.2
S 26°11' E
S 57°36'08" E
S 62°21' E
S 64°49' E
S 11°10'30" E
S 85°10'30" E
S 82°30' E
S 35°44' E
S 1°28'30" W
"E" 1314+52.74 PT
"E" 1321+26.34 PT
"E" 10° C.R.
"D" & "E" 12° C.L. Ts = 206.45
"A" 2° C.R. TΔ = 12° 39' Ts = 317.54'
"A" 25+72.75 PT
25 Const Type 2 Fence
EQUATION
C.O.
Adjust Co-axial Cable (By Others)
1307+75 Inst. 15" Pipe - 88' Inst. 2 End Sections Dr. Exc. 25 Cu Yd
"A" 21+25 Inst 18" Pipe -140' Dr. Exc. 20 Cu Yd Inst. 2 End Sections
1310
1315
1320
20
30

NORTH ASHLAND INTERCHANGE
For Profiles See Sheet Nos. 19A & 19B
For Detour Plan & Profile See Sheet No. 21

BRIDGE DETAILS CHECKED



T. 38 S., R. 1 E
"A" 8+00 Lt
Const Rd App.
Inst. 2" Pipe 30'
Dr Exc. 2 Cu Yd
S 22°59'30" W
7+80.15 P.C.
R/W Line
"A" 4° C.L.
13°54'
174.61
27.65
"A"
VALLE
"A" 10+60 Rt.
Const. Rd. App.
Obliterate Extg Rd.
Const. Rd. App.
"A" 13+60
Remove Building
Barn
D.L.C. No 43
9
9 10
+75 Inst. 15" Pipe 100'
Inst. 2 End Sections
Dr Exc. 20 Cu. Yd.
+50 Inst. 36" Siphon Pipe - 292'
Const. 2 Conc. End Basins 7 c.y
Dr. Exc. 405 Cu Yd
"B" +75, Inst. 24" Pipe - 114'
Inst. 2 End Sections
Dr. Exc. - 105 Cu Yd.
"B" 240' Sp.
S 3.6°
a 1.25
"B" 3° C.L.
Ta 25°26'45"
T 434.16'
L 548.55'
"B" 1298+53.70 P.S.
1299+53.21
"B" 1300+93.70 P.S.C.
"L" 1302+98.58 P.S.
"B" 1294+81.94
"L" 1294+72.40
Const. Type 2 Fence
R/W Line
Access Control Line
"B" Line
4
12
1295
1300
1305
S. 54°09' E.
"L" 250' Sp.
S = 0°37'30"
a = 0.2
"L" 1305+48.54
Edge of Futu
S 49°59' E.
R/W Line
Const. Type 2 Fence
Access Control Line
Obliterate Extg. Road
R/W Line
10
8°C
"D" 1302+71.74
"L" 1302+70
"D" 1304+56.74 P.S.
"D" 240' Sp.
S = 2.2
a = 2.5
15
FRONTAGE ROAD
"D" 1306+96.74 P.S.C.
ASHLAND LANE
Gravel Road
"D" +10 Inst 18" Pipe - 60'
Inst 2 End Sections
Dr Exc. 20 Cu Yd
PT&T Underground Co-ax
DLC Line
30
31

RECEIVED
SEP 13 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1961

SUBJECT: Irrigation Problems
North Ashland Interchange-
South Ashland Interchange
Pacific Highway
Jackson County

To:

MEMO TO THE FILE

On August 29, 1961 I met with Mr. James Callan, Project Engineer of the U.S. Bureau of Reclamation, and Mr. Walter Hoffbuhr, Manager of the Talent Irrigation District. We examined the plans of the subject section and the Bureau and District wish to have several additions incorporated into the plans:

1. Construct protection for the 30-inch concrete siphon at Station 1361+15.5 and the 24-inch metal siphon at Station 1362+07 similar to that constructed for the large siphon on the Phoenix Siphon Section.

2. Change all pipes which will carry irrigation water to be concrete rather than metal.

3. Install channel iron in the grooves of all diversion boxes.

4. Widen the irrigation ditch within the existing right of way at the south end of the project between Stations 214+50 and 219+00 from 4 feet to 5 feet, whether realigned or not.

The type of protection requested for the 30-inch and 24-inch siphon pipes seems to be somewhat more than necessary. While it is definitely desirable to have a protection over these two pipes, I think that an arch-type protection would prove just as satisfactory, since this would make installation possible without disturbing the existing siphons. They mentioned that the 24-inch pipe is old and very fragile, and that extreme care should be exercised while working around it. These pipes lie about three feet underground and I think that any structure we build over them should be designed so as to not disturb the existing pipes during construction.

The District is not in favor of allowing their irrigation water to flow through metal pipes. They feel that there is too much danger from corrosion. Therefore, they

FORREST COOPER

would like concrete pipe for all their facilities. Since concrete pipe is available in Medford, this should save the department money.

The District has asked that channel iron be installed in the stop plank grooves of all of the proposed diversion boxes. This is standard practice in construction done by the District, and the saving in cost of forming may offset any additional cost of this slight revision. Slots should be 2¼" square inside and use ¼" steel members.

The irrigation ditch which lies parallel to and westerly from the existing highway between Stations 214+50 and 219+00 is now the only portion of the District's ditch in that area which is less than five feet in width. Therefore, the District has requested that the State widen the ditch indicated on the plan to five feet and also to widen the existing ditch which is shown on the plans as to not be disturbed. This ditch is in a rock cut and the widening of that part we do not disturb will be a difficult task. If we elect not to widen this portion of the ditch, the District might not sign any agreement. The box culvert feeding this portion of the ditch is 5' x 3', and its capacity is much less than that of a four-foot bottom ditch with sloping sides. Therefore, I think it unnecessary to widen this existing ditch.

On August 31, 1961 a meeting was held in the field with the following men present:

Mr. J. P. Clark, Grantor
Mr. G. E. Dunn, Grantor
Mr. Clair Ewart, Grantor
Mr. G. F. Phife, Grantor
Mr. W. M. Briggs, Attorney for Clark
Mr. G. J. Scannell, Attorney for Clark
Mr. E. R. Bashan, Attorney for Ewart
Mr. W. M. Bray, Right of Way Agent, O.S.H.D.
Mr. T. W. Litchfield, Utilities Liaison Engineer, O.S.H.D.

These four grantors are all users of water in the Dunn Irrigation Ditch. The purpose of this meeting was to explain the State's plan for handling the irrigation problem and to become acquainted with any additional problems which may not be evident from the location survey.

The plans of August 25th did not show adequate provisions for the irrigation facilities these men needed. After studying the problem in the field and talking to these men, it may be boiled down to the simple statement that irrigation water is needed on all that land lying easterly of the proposed right of way which is now under irrigation, or was irrigated prior to the construction of the Mistletoe Railroad Undercrossing Section.

This involves getting water under the proposed freeway to all points from Cronson Road (Station 1619+28) to the South Ashland Interchange (Station 1695) which now (or did) receive water. In order to accomplish this, cross culverts or siphons must be installed in all irrigation laterals now in existence. Several of these must be located in the field between Stations 1654 and 1695, and also a ditch parallel to the right of way line must be provided throughout some of this area to provide adequate irrigation to the easterly fields.

Another potential solution to part of this problem should be investigated between Stations 1665 and 1685. There is an existing ditch lying roughly parallel to and lying from about 15 to 50 feet easterly from our proposed easterly right of way line. This narrow strip between the existing ditch and our proposed right of way line will require the same cross pipes and ditch parallel to the right of way line that would be necessary for a much larger area. Therefore, I feel it worthwhile to determine how much land is involved here, and if it would be cheaper to purchase this land and not irrigate it.

Mr. Clark has a problem which involves land lying easterly of our proposed right of way between Stations 1684 and 1695. This has been cut off from irrigation by our construction of the Mistletoe Railroad Undercrossing section. In order to get water to his land, a pipe must be installed across our proposed alignment in the vicinity of Station 1690.

The proposed relocation of the Dunn Irrigation Ditch within the South Ashland Interchange has been worked out satisfactorily in the Design office. However, it is recommended that the 12-inch pipe originally indicated at this location be enlarged to 15-inch. All the four men involved thought a 12-inch pipe too small for this water.

In view of the above facts, the following is recommended:

1. Design suitable arch type protection for the two siphons at Stations 1361+16 and 1362+07, and state in the special provisions that any damage to these pipes during construction will be the responsibility of the contractor.

2. Change all irrigation pipes from metal to concrete.

3. Install channel iron in the stop plan grooves of the diversion boxes.

4. Widen the relocated irrigation ditch at the south end of the project from four feet to five feet.

5. Study the irrigation problems involved with the Dunn Irrigation Ditch and design a suitable solution for all the four grantors.

6. Change the 12-inch pipe proposed to take the place of the Dunn Irrigation Ditch at the South Ashland Interchange to a 15-inch pipe.

T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:jw

cc Forrest Cooper
R. L. Porter
V. G. O'Neil
F. L. Hall
W. T. Wright
L. I. Lindas
F. D. Morgan
Larry Holt
W. M. Bray
W. E. Merrill

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SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
I-5-1([illegible]) 1[illegible]
-9-71

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 7, 1961

By:

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

D. M. Emrich
Acting Division Engineer

Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for each of the following projects:

I-5-1(26)12 N. Ashland Interchange-S. Ashland Interchange

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

Baxter

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SEP 8 1961
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I-5-1(26)12

5991

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 7, 1961

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

By:
D. M. Burich
Acting Division Engineer

SUBJECT: Oregon Project I-5-1(26)12
N. Ashland Interchange - South Ashland Interchange
Justification of Private Facilities

Mr. R. L. Porter's letter, dated July 31, 1961, sent plans and estimate as a basis for project agreement on this project.

We are forwarding the necessary documents to our Washington office, with the notation that we would request the State to furnish justification for the purchase of certain parcels.

Refer to page 6 of the plans, approximate Station [illegible], file [illegible] and please advise us of the need to purchase this parcel. Also refer to pages 9 and 10 of the plans, approximate Station 1983, files 31185 and 31186. The frontage road appears to be a facility which will benefit private property and must be justified. Please furnish us with such justification.

Porter
Wright.

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AUG 16 1961
FOR FILING

[illegible]

5991

Salem, Oregon
August 15, 1961

Clayton Creek
North Ashland Interchange-South
Ashland Interchange Section
Pacific Highway

Mr. Frank Hall
Office Engineering
BUILDING

I have reviewed the drainage and irrigation picture at Clayton Creek in the South Ashland Interchange.

Clayton Creek has a drainage area of 2.34 square miles at the frontage road crossing site. Using the latest U.S.G.S. data, I would predict a 50-year discharge of 130 c.f.s. for this site. The present 36-inch concrete pipe has available headwater depth of 6.5 feet to point of overflow and a capacity of a little more than 80 c.f.s. (about a 15-year flood) at this depth. I have no knowledge that the culvert has given trouble. Dunn Ditch has a water right to 0.88 c.f.s. from Clayton Creek. I don't know what percent of the normal summer flow this water right represents.

It is proposed that the existing 36-inch concrete pipe be extended through the frontage road and that the irrigation diversion structure be placed at the inlet of the culvert. A sketch is enclosed showing this arrangement.

If the existing 36-inch concrete pipe were extended with 36-inch concrete pipe, the necessary headwater elevation to handle 130 c.f.s. would be between 66.0 and 72.0, which, of course, is too high.

Since it is likely that the lower 36-inch concrete pipe will flow full due to friction for a discharge of 130 c.f.s., culverts were investigated for both inlet and outlet control. In the table below the higher headwater elevation should be taken as controlling.

Size of Extension Pipe	Headwater Elevation Inlet Control	 Outlet Control
36" Concrete with tapered inlet	66.6	66.0
48" Concrete	63.3	63.8
48" CMP	65.0	66.5
54" CMP	63.2	64.2

On the basis of this data, I would recommend using 48-inch concrete pipe connected to the existing 36-inch concrete pipe with a corrugated metal taper section. As an alternative, I would recommend using the 54-inch CMP extension and CMP taper connection.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

enc.

I-5-1(35) N. Ashland Interch.-S. Ash- 1964
12 land Interch. Sec., Pacific Hwy.
#5991 DEDICATION FILE

OREGON

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JAN 10 1964
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January 9, 1964

Hon. Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Hatfield:

Information which might be of interest to you re the dedication ceremonies on January 20 at Ashland is enclosed. We have shown in this tabulation certain items which I am sure are of general interest and some items which are of special interest.

For example, the tabulation shows by extrapolation that the completion of the freeway from Portland to the California line should save 2,949 accidents per year, save 1,317 personal injuries per year, and eliminate 29 deaths per year.

Of general interest is the travel time saved with this increased safety between Portland and the California line of at least 2.6 hours in a passenger car and 3 hours in a truck. The monetary saving per year to the motoring public will be $4,368,180.

You will note that in the tabulation these items are broken down still further, i.e., Sexton Mountain to the California line and Rock Point (near Gold Hill) to just south of Ashland.

The dedication ceremonies will take place within the interchange complex at the Green Springs Interchange. To reach the site, you would simply leave Ashland on the Green Springs Highway and proceed to the interchange of this highway with Interstate 5. There will be State Police at this point to direct you the remaining few hundred feet to the actual dedication site.

Chairman Jackson will be Master of Ceremonies. The minister who will deliver the invocation has not yet been named to us. Mayor Jimmy Dunlevy (Medford) has been allocated five minutes for a few appropriate remarks representing the cities of the area. Mr. William W. Patton, President of the Ashland Chamber of Commerce, has also been allocated five minutes for appropriate remarks representing the civic groups of the area. Mr. B. M. French, Regional Engineer, Bureau of Public Roads, has been allotted five minutes for appropriate remarks representing the Federal Government.

Brief remarks by these three mentioned and Chairman Jackson constitute the program other than your address.

Mr. Patton has hopes that Miss Oregon and Miss Snow Queen will be available to assist you in the ribbon cutting. This portion of the program is not finalized to date.

Very truly yours,

Forrest Cooper
State Highway Engineer

~~Enclosure~~
(Maps attached)

cc Glenn L. Jackson
R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
January, 1964

Accident & Travel Time Comparisons
Pacific Highway - Freeway & Non-Freeway

The completion of Interstate 5 will result in savings to the motorist as shown in the table below:

Item	Portland to California	Sexton Mtn. to California	Rock Point to South Ashland
Travel Time (Hours)/Trip			
a. Passenger Cars	2.6	0.5	0.4
b. Trucks	3.0	1.0	0.3
Accidents/Year	2,949	495	267
Persons Injured/Year	1,317	225	120
Persons Killed/Year	29	6	2
Monetary Savings/Year	$4,368,180.	$776,700.	$377,040.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
January, 1964

Accident & Travel Time Comparisons
Pacific Highway - Freeway & Non-Freeway

Item	Portland to California	Sexton Mtn. to California	Rock Point to South Ashland
Passenger Car Travel Time/Trip			
Without Completion of Interstate	8.2 Hours	1.4	0.9
After Completion of Interstate	5.6 Hours	0.9	0.5
Truck Travel Time/Trip			
Without Completion of Interstate	13.5	2.6	1.0
After Completion of Interstate	10.5	1.6	0.7
Total Accidents/Year			
Without Completion of Interstate	17,349	2,911	1,569
After Completion of Interstate	14,400	2,416	1,302
Persons Injured/Year			
Without Completion of Interstate	5,725	1,241	480
After Completion of Interstate	4,408	1,016	360
Persons Killed/Year			
Without Completion of Interstate	115	35	10
After Completion of Interstate	86	29	8

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Ken - Pickup
- [illegible] Dinner

Rockpoint - [illegible]
Section of I-5.
[illegible]

PROGRAM

INVOCATION:

*Reverend George R. Bolster, Rector
St. Marks Episcopal Church - Medford

OPENING REMARKS:

*Chairman Glenn L. Jackson

INTRODUCTION OF DIGNITARIES:

*Chairman Glenn L. Jackson

*Kenneth N. Fridley - Member, State Highway Commission

*David B. Simpson - Member, State Highway Commission

*Forrest Cooper - State Highway Engineer

Highway Interim Committee:

Representative Norman R. Howard, Chairman - Portland

Senator Melvin Goode, Vice Chairman - Albany

Representative Robert L. Elfstrom, Secretary - Salem

Senator Anthony Yturri - Ontario

Senator Walter J. Pearson - Portland

Representative Bill Bradley - Gresham

Representative W. O. (Bunn) Kelsay - Roseburg

Other Legislators (and Representatives-elect):

*Senator L. W. Newbry - Ashland

*Senator E. D. Potts - Grants Pass

*Representative Sidney Bazett - Grants Pass

*Representative John R. Dellenback - Medford

Representative (and Congressman-elect) Robert B. Duncan

*Representative-elect Edward Branchfield - Medford

*Representative-elect James A. Redden - Medford

Bureau of Public Roads:

*Baird French - Regional Engineer, Bureau of Public Roads, Portland

*A. W. Parsons - Division Engineer, Bureau of Public Roads, Salem

Jackson County Court (Medford):

*(County Judge Earl M. Miller
(
*(County Commissioner Chester H. Wendt
(
*(County Commissioner Edwin H. Taylor

*Commissioner-elect Donald E. Faber
(replacing Commissioner Chester H. Wendt)

Josephine County Board of County Commissioners (Grants Pass):

*(Chairman B. E. Davidson
(
*(Commissioner Louis D. Ringuette
(
*(Commissioner Donald G. McGregor

Mayors and Other City Officials:

*Mayor John W. Snider - Medford

*City Manager Robert A. Duff - Medford

*City Engineer Vernon R. Thorpe - Medford

Mayor Charles L. [illegible] Jr. - Grants Pass

*Mayor Richard L. Neill - Ashland

*Mayor Freeman W. Mason - Central Point

*Mayor Milton Steinmetz - Gold Hill

*Mayor (Miss) Faye Carver - Phoenix

Mayor Larry Sheehan - Rogue River

Mayor Wayne Reichstein - Talent

Chambers of Commerce:

*President Murray Gardiner
Jackson County Chamber of Commerce - Medford

*C. A. Hubbard, Chairman
Medford Chamber of Commerce Highway Committee - Medford

*President James Basker
Chamber of Commerce - Grants Pass

*President R. S. Niquette
Chamber of Commerce - Rogue River

*President Bill Patton
Ashland Chamber of Commerce - Ashland
(Also General Manager, Oregon Shakespearean Festival Assn.)

*President Dick Abbott
Gold Hill Chamber of Commerce - Gold Hill

*Miss Martha Louise Wyatt, "Miss Oregon", - Jacksonville

*Miss Joan Callaghan, "Sportsfair Queen", - Eagle Point

REMARKS:

*Mayor John W. Snider (representing the cities)

REMARKS:

*Murray Gardiner (representing the civic groups)

REMARKS:

*Baird French (representing the Bureau of Public Roads)

ADDRESS:

*Governor Mark O. Hatfield

RIBBON-CUTTING:

Governor Mark O. Hatfield (assisted by the two queens)

* Those who have acknowledged and will be present

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2941

PROGRAM

Barnett Road-South Ashland Interchange Section of Interstate 5, January 20, 1964.

MUSIC BY:

*Fire House Five - Ashland

INVOCATION:

*Reverend Cecil Goins, Pastor
First Baptist Church - Ashland

OPENING REMARKS:

*Chairman Glenn L. Jackson

INTRODUCTION OF DIGNITARIES:

*Chairman Glenn L. Jackson

*Forrest Cooper - State Highway Engineer

*R. L. Porter - Deputy State Highway Engineer

Highway Interim Committee:

Representative William H. Holmstrom, Chairman - Astoria

Senator R. F. Chapman, Vice Chairman - Coos Bay

Representative Robert F. Smith, Secretary - Burns

Representative Carl Back, Member - Port Orford

Senator Edward Fadeley, Member - Eugene

Representative Norman R. Howard, Member - Portland

Senator John J. Inskeep, Member - Oregon City

Representative Ken Maher, Member - Portland

Senator Anthony Yturri, Member - Ontario

Other Legislators:

*Senator L. W. Newbry - Ashland

Representative Edward Branchfield - Medford

NOTED
FORREST COOPER

Representative John R. Dellenback - Medford

Representative James A. Redden - Medford

*Senator E. D. Potts - Grants Pass

*Representative Sidney Bazett - Grants Pass

Bureau of Public Roads:

*Baird M. French - Regional Engineer, Bureau of Public Roads, Portland

*Marvin E. Martin - District Engineer, Bureau of Public Roads, Salem

Jackson County Court (Medford):

*County Judge Earl M. Miller

*County Commissioner Donald E. Faber

County Commissioner E. H. Taylor

Mayors and Other City Officials:

*Mayor Jimmy Dunlevy - Medford

Mayor Richard L. Neill - Ashland

*City Council Chairman F. W. (Lucky) Gilbreath - Talent

Mayor Darrell Paxson - Phoenix

Mayor Bill Saxbury - Central Point

Mayor Richard Straus - Gold Hill

Mayor Charles B. Gill, Jr. - Grants Pass

*Mayor John B. H. Leyen - Rogue River

Chambers of Commerce

*President William W. Patton
Ashland Chamber of Commerce - Ashland

President Murray Gardiner
Jackson County Chamber of Commerce - Medford

President James W. Basker
Grants Pass-Josephine County Chamber of Commerce - Grants Pass

President R. S. Niquette
Rogue River Chamber of Commerce

Donald P. McNeil, Manager
Medford Chamber of Commerce

*President Manville M. Heisel
Medford Chamber of Commerce

President Dick Abbott
Gold Hill Chamber of Commerce

*Miss D'Ann Fullerton, "Miss Oregon", - Roseburg

*Miss Christy Finch, "Miss Snow Queen", - Medford

REMARKS:

*Mayor Jimmy Dunlevy, Medford - (representing the cities)

REMARKS:

*William W. Patton, Ashland - (representing the civic groups)

REMARKS:

*Baird M. French, Portland - (representing the Bureau of Public Roads)

ADDRESS:

*Governor Mark O. Hatfield

RIBBON CUTTING

Governor Mark O. Hatfield (assisted by the two queens)

* Those who have acknowledged and will be present.

1-20-64

North Ashland to South Ashland is 7.8 miles. There is no saving in distance. Travel time, however, is reduced six minutes. Cost of this section is $6,000,000.

Jumpoff Joe Creek-South Ashland - 56 miles

The freeway now completed from Jumpoff Joe Creek (nine miles north of Grants Pass) to South Ashland is 56 miles. This is 3.5 miles shorter than the old route. Saving in driving time is 29 minutes. Cost of the 56 miles is $38,000,000.

South Ashland-California Line - 11.5 miles

The remaining 11.5 miles from South Ashland Interchange to the California State Line is presently under construction except for a two-mile unit between Wall Creek and Siskiyou Station which will be contracted in 1964. This entire section is scheduled for completion in 1965 at an estimated cost of $20,000,000.

Portland-Divide - 132 miles

Interstate 5 Freeway is now completed from Marquam Bridge in Portland to the Lane-Douglas County Line five miles south of Cottage Grove.

Divide-Comstock - 6 miles

This section is four-lane expressway but does not quite meet interstate standards and will be widened in 1970.

Comstock-Yoncalla Interchange - 14 miles

A section of two miles between Comstock and Anlauf Interchange is completed and open to traffic, the next 12 miles are open to two-lane traffic between Anlauf Interchange and Yoncalla Junction. Construction is presently under way to widen this section to four-lane freeway at an estimated cost of $4,700,000 and will be completed late in 1964.

Yoncalla Interchange-Sutherlin - 14 miles

From Yoncalla Interchange to Sutherlin approximately 14 miles of freeway were completed in 1963 at a cost of $4,000,000.

Sutherlin-Roberts Mountain - 21 miles

The 21-mile section between Sutherlin and Roberts Mountain south of Roseburg is in different stages of construction;

the existing two lanes now in use are being incorporated into the Interstate Route. At the present time, four miles are completed to interstate standards and the remaining 17 miles are under contract. The cost of this section is approximately $9,000,000 and will be completed in the fall of 1965.

Roberts Mountain-Myrtle Creek - 7 miles

The section between Roberts Mountain and Myrtle Creek is programmed for contracting in 1964 at an estimated cost of $3,600,000 to bring this seven-mile section up to interstate standards.

Myrtle Creek-Canyonville - 9 miles

Myrtle Creek to Canyonville was completed in 1959 at a cost of $5,700,000.

Canyonville-Jumpoff Joe Creek - 32 miles

Canyonville to Jumpoff Joe Creek is scheduled for contracting in 1964 at an estimated cost of $25,000,000. Completion is expected in 1966.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
January, 1964

Accident & Travel Time Comparisons
Pacific Highway - Freeway & Non-Freeway

Item	Portland to California	Sexton Mtn. to California	Rock Point to South Ashland
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Without Completion of Interstate	5,725	1,241	480
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Persons Killed/Year			
Without Completion of Interstate	115	35	10
After Completion of Interstate	86	29	8

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
January, 1964

Accident & Travel Time Comparisons
Pacific Highway - Freeway & Non-Freeway

The completion of Interstate 5 will result in savings to the motorist as shown in the table below:

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Persons Injured/Year	1,317	225	120
Persons Killed/Year	29	6	2
Monetary Savings/Year	$4,368,180.	$776,700.	$377,040.

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TV NARRATIVE FOR FILM CLIP
ON ASHLAND FREEWAY DEDICATION

VIDEO SCENE	AUDIO
WORK CREW PUTTING UP SIGN	The Oregon State Highway Department announced opening and dedication plans today for another new section of the Interstate 5 freeway at Ashland.
WIRING OF SIGN	Finishing touches, such as this work on signing, were done this week in preparation for the opening next Monday of the southernmost completed section of Interstate 5. This 7.8-mile section is between the North and South Ashland Interchanges. Both permanent and temporary signs were being erected to guide motorists on the four-lane divided freeway.
OLD HIGHWAY 99 THRU ASHLAND	At present, this is how traffic must pass through Ashland on this city street designated as US99. The street is presently crowded despite the four lanes of traffic. The camera shows how the street appears traveling north. Vehicles must slow down and watch for cross-street traffic. When the new Ashland freeway section opens, through traffic will use it and leave the city streets to persons wishing to do business, shop or visit the city as tourists. This will eliminate hazardous and irritating congestion.

NOTED
FORREST COOPER

VIDEO SCENE	AUDIO
NEW FREEWAY SECTION OVERPASS IS US99	This is the southern portion of the new freeway to be opened Monday. The overpass for old US99 northbound can be seen here. Ashland is to the left. With the opening of this section, it will be possible to travel from Portland to the California border without encountering a single stop light.
GREEN SPRINGS INTERCHANGE	Governor Mark Hatfield will dedicate some 17 miles of the freeway when he cuts a ribbon in ceremonies Monday at 3 p.m. Platform for the ceremonies will be located just south of the Green Springs Highway interchange. The 17 miles, costing some $12 million for construction, reaches from the South Ashland Interchange to Barnett Road Interchange in Medford. The section north of Ashland has been open to traffic since last July.

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DEDICATION - JANUARY 20, 1964

	Will be present	Will not be present	Have replied
Glenn L. Jackson (M of C)	x		
Governor Mark O. Hatfield	x		
LEGISLATORS			
Senator L. W. Newbry	x		x
Rep. Edward Branchfield		x	x
Rep. John R. Dellenback			
Rep. James A. Redden		x	x
Senator E. D. Potts	x		x
Rep. Sidney Bazett	x		x
Rep. William H. Holmstrom [illegible]			
COURT			
Earl M. Miller (Judge)	x		x
Donald E. Faber (Commissioner)	x		x
E. H. Taylor			
BPR			
B. M. French (speaker)	x		x
A. W. Parsons (~~[illegible]~~ marvin martin in his place)	x	x	x
MAYORS			
Jimmy Dunlevy (Medford) (speaker)	x		x
Richard L. Neill (Ashland)			
Wayne Reichstein (Talent) (REPRESENTED BY BELOW)		x	x
F. W. (Lucky) Gilbreath (Council Chrm.)	x		
Darrell Paxson (Phoenix)			
Bill Saxbury (Central Point)			
Richard Straus (Gold Hill)			
Charles B. Gill, Jr. (Grants Pass)			
John B. H. Leyen (Rogue River)	x		x
CHAMBERS OF COMMERCE			
William W. Patton (Pres.-Ashland) (speaker)	x		x
Murray Gardiner (Pres.-Jackson Co.)			
James W. Basker (Pres.-Grants Pass-Josephine Co.)			
R. S. Niquette (Pres.-Rogue River)			
Donald P. McNeil (Mgr.-Medford)			
Manville M. Heisel (Pres.-Medford)	x		x
Dick Abbott (Pres.-Gold Hill)			
Reverend Cecil Goins, First Baptist Church	x		

Miss D'Ann Fullerton (Miss Oregon)	x
Miss Christy Finch (Miss Snow Queen)	x

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JAN 20 1964
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OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 64-11-Se

Phone 364-2171
Extension 1501

January 15, 1964

FOR IMMEDIATE RELEASE

Governor Mark Hatfield will dedicate over 17 miles of Interstate 5 freeway in a ribbon-cutting ceremony on January 20 at Ashland. Estimated construction cost of the new freeway is about $12,200,000.

Of the 17.25 miles of freeway to be dedicated, the 7.8 miles between the South Ashland Interchange and the North Ashland Interchange will be opened for the first time. The 9.45 miles of freeway between the North Ashland Interchange and the Barnett Road Interchange in Medford was opened July 26, 1963.

The ribbon cutting Monday will provide a continuous 56-mile section of Interstate 5 freeway between South Ashland Interchange and Jumpoff Joe Creek, nine miles north of Grants Pass. This completed freeway is 3.5 miles shorter than the old route and saves 29 minutes of driving time. Estimated cost of this 56 miles of freeway is approximately $38,000,000.

Glenn L. Jackson, chairman of the Oregon State Highway Commission, will be master of ceremonies for the dedication. The Governor will make the major address.

Forrest Cooper, state highway engineer, said the ceremonies will begin at 3 p.m. at the Green Springs Interchange. The platform for the ceremonies will be located just south of the Green Springs Highway.

LLOYD P. SHAW
TED

Others who will make brief speeches at the dedication include Jimmy Dunlevy, mayor of Medford, representing mayors of the area; William W. Patton, Ashland Chamber of Commerce president, representing civic groups in the region; and B. M. French, regional engineer for the U. S. Bureau of Public Roads.

(more)

64-11-Se--------2

January 15, 1964

Music for the occasion will be provided by Ashland's Fire House Five, a local civic band.

Being on Interstate 5 and served by three interchanges, Ashland will probably attract even more tourists and visitors in the future who will want to stop in the only Oregon city in which all citizens cater to the Bard of Avon--the plays of Shakespeare. The annual Shakespearean Festival attracts a standing-room-only crowd nearly throughout its summer run. The Festival's theater had a season-long attendance figure of 98.2 per cent of maximum during 1963.

# # # # # #

RECEIVED
JAN 10 1964
FOR FILING

January 9, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Enclosed is information on Interstate 5 as prepared for your use at the dedication ceremonies January 20, 3 p.m. There is some approximate $71.4 million of work remaining to complete Interstate 5 from the Marquam Bridge in Portland to the California State Line to full interstate standards. The expenditure of approximately $62 million by the end of 1966 will deliver to the motoring public a four-lane facility from the Marquam Bridge to the California State Line.

Also attached is a copy of information forwarded to Governor Hatfield for his use. As soon as some of the blanks are filled in, I will forward to you a program, and as in the past, we will give you a last-minute corrected program from which introductions can be made.

The dedication ceremonies will be immediately south of the Green Springs Highway within the Green Springs Interchange complex. I cannot, at this time, advise you as to whether the platform will be on the east or west side of the highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

North Ashland to South Ashland is 7.8 miles. There is no saving in distance. Travel time, however, is reduced six minutes. Cost of this section is $6,000,000.

Jumpoff Joe Creek-South Ashland - 56 miles

The freeway now completed from Jumpoff Joe Creek (nine miles north of Grants Pass) to South Ashland is 56 miles. This is 3.5 miles shorter than the old route. Saving in driving time is 29 minutes. Cost of the 56 miles is $38,000,000.

South Ashland-California Line - 11.5 miles

The remaining 11.5 miles from South Ashland Interchange to the California State Line is presently under construction except for a two-mile unit between Wall Creek and Siskiyou Station which will be contracted in 1964. This entire section is scheduled for completion in 1965 at an estimated cost of $20,000,000.

Portland-Divide - 132 miles

Interstate 5 Freeway is now completed from Marquam Bridge in Portland to the Lane-Douglas County Line five miles south of Cottage Grove.

Divide-Comstock - 6 miles

This section is four-lane expressway but does not quite meet interstate standards and will be widened in 1970.

Comstock-Yoncalla Interchange - 14 miles

A section of two miles between Comstock and Anlauf Interchange is completed and open to traffic, the next 12 miles are open to two-lane traffic between Anlauf Interchange and Yoncalla Junction. Construction is presently under way to widen this section to four-lane freeway at an estimated cost of $4,700,000 and will be completed late in 1964.

Yoncalla Interchange-Sutherlin - 14 miles

From Yoncalla Interchange to Sutherlin approximately 14 miles of freeway were completed in 1963 at a cost of $4,000,000.

Sutherlin-Roberts Mountain - 21 miles

The 21-mile section between Sutherlin and Roberts Mountain south of Roseburg is in different stages of construction;

the existing two lanes now in use are being incorporated into the Interstate Route. At the present time, four miles are completed to interstate standards and the remaining 17 miles are under contract. The cost of this section is approximately $9,000,000 and will be completed in the fall of 1965.

Roberts Mountain-Myrtle Creek - 7 miles

The section between Roberts Mountain and Myrtle Creek is programmed for contracting in 1964 at an estimated cost of $3,600,000 to bring this seven-mile section up to interstate standards.

Myrtle Creek-Canyonville - 9 miles

Myrtle Creek to Canyonville was completed in 1959 at a cost of $5,700,000.

Canyonville-Jumpoff Joe Creek - 32 miles

Canyonville to Jumpoff Joe Creek is scheduled for contracting in 1964 at an estimated cost of $25,000,000. Completion is expected in 1966.

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1963

SUBJECT: Ribbon Cutting
N. Ashland-S. Ashland
January 20, 1964

To: Mr. V. D. Wolfe
Administrative Assistant
OFFICE

North Ashland to South Ashland is 7.8 miles. There is no saving in distance. Travel time, however, is reduced 6 minutes. Cost of this section is $6,000,000.

Jumpoff Joe Creek-South Ashland - 56 Miles

The freeway now completed from Jumpoff Joe Creek (9 miles north of Grants Pass) to South Ashland is 56 miles. This is 3.5 miles shorter than the old route. Saving in driving time is 29 minutes. Cost of the 56 miles is $38,000,000.

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Roberts Mountain-Myrtle Creek - 7 Miles

The section between Roberts Mountain and Myrtle Creek is programmed for contracting in 1964 at an estimated cost of $3,600,000 to bring this 7-mile section up to Interstate standards.

Myrtle Creek-Canyonville - 9 Miles

Myrtle Creek to Canyonville was completed in 1959 at a cost of $5,700,000.

Canyonville-Jumpoff Joe Creek - 32 Miles

Canyonville to Jumpoff Joe Creek is scheduled for contracting in 1964 at an estimated cost of $25,000,000. Completion is expected in 1966.

L. H. Young

L. H. Young
Office Engineer

RA:bb

cc: Carl Plog

15-3413 Radio & Office Building at Medford 1961

45992

RECEIVED
JUN 28 1962
FOR FILING

5992

June 27, 1962

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5992, awarded to Rogue Valley Const. Co., for construction of the Medford Office Building, Jackson County.

This contract was completed on April 12, 1962, and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $1,476.95 will be released to the contractor on or after July 5, 1962 The total contract amount is $13,498.75 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

cc: Standard Accident Insurance Co.,
Goldy, Cranston & Henselman Inc.,
18 North Front Street
Medford, Oregon

cc: Rogue Valley Const. Co.,
3334 Forest Ave.,
Medford, Oregon

ECEIVED
JUN 7 1962
FOR FILING

June 6, 1962

Rogue Valley Construction Co.
3334 Forest Avenue
Medford, Oregon

Gentlemen:

As requested in your telephone call this morning, we contacted our Bridge Division concerning the status of your final payment on State Highway Contract No. 5992, the Medford Office Building in Jackson County.

They advise that your final voucher probably will be mailed to you for signature in about two weeks. After the return of your signed voucher, a period of approximately ten days should be allowed for processing before your final payment is mailed to you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

CWH:jmc

cc: W. Garrett
Bridge Dept.

6/6/62

Tel-call from Rogue Valley
Constr. Co. Medford re- final
Payment on Contr. #5792
//
Br. Div. — Bill Garrett
Ved with Res. Engr. Norton

a. Final Vouch mail for sig- about 6/20
b. Payment should be 1st wk-in July

RECEIVED
AY [illegible] 1962
FOR FILING

FORM 2-30X—50M—11-61—40831

5992

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Rogue Valley Construction Company completed work on the Medford Office Building in Medford, Oregon in Jackson County, Contract no. 5992, on April 12, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

CC: Floyd Query

[illegible]

NOTED
FLOYD QUERY

RECEIVED
DEC 13 1961
FOR FILING

5992

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1961

SUBJECT:

To:
D. B. Parkes
Contract Payments
OFFICE

Rogue Valley Construction began work on the Medford Office Building in Jackson County, Contract No. 5992, on November 13, 1961.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

RECEIVED
NOV 7 1961
FOR FILING

[illegible]

5992

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 7, 1961

Rogue Valley Const. Co.,
3334 Forest Ave.,
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5992, awarded October 20, 1961, for construction of the Medford Office Building in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 23 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, [redacted]
SALEM

5992

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 20, 1961

Rogue Valley Construction Co.
3334 Forest Avenue
Medford, Oregon

Gentlemen:

The State Highway Commission on October 20, 1961 awarded to you State Highway Contract No. 5992 for the following project:

Radio and Office Building at Medford, in Jackson County.

This award was based on your bid of $18,456.00 which was the low bid submitted to the Commission on October 18, 1961 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

mg
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 11 1961

FORM E-20 50M 3-61 84397
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

SUBJECT: Repair and Addition to Medford Resident Engineer's & Police Radio Building

To:

Mr. M. Stephenson
Assistant State Highway Engineer
OFFICE

Cost estimate of the repair and addition to the Medford Resident Engineer's Office and Police Radio Building recently damaged by fire. See attached sketch by maintanance department.

Building	$12,170
12½% Engineering & Contingencies	1,521
Total	$13,691

Includes 2 room air conditioners for engineer's offices and installation of propane gas unit heaters for State Police Radio Shop.

The resident engineer's office to be heated with existing circulating oil heaters.

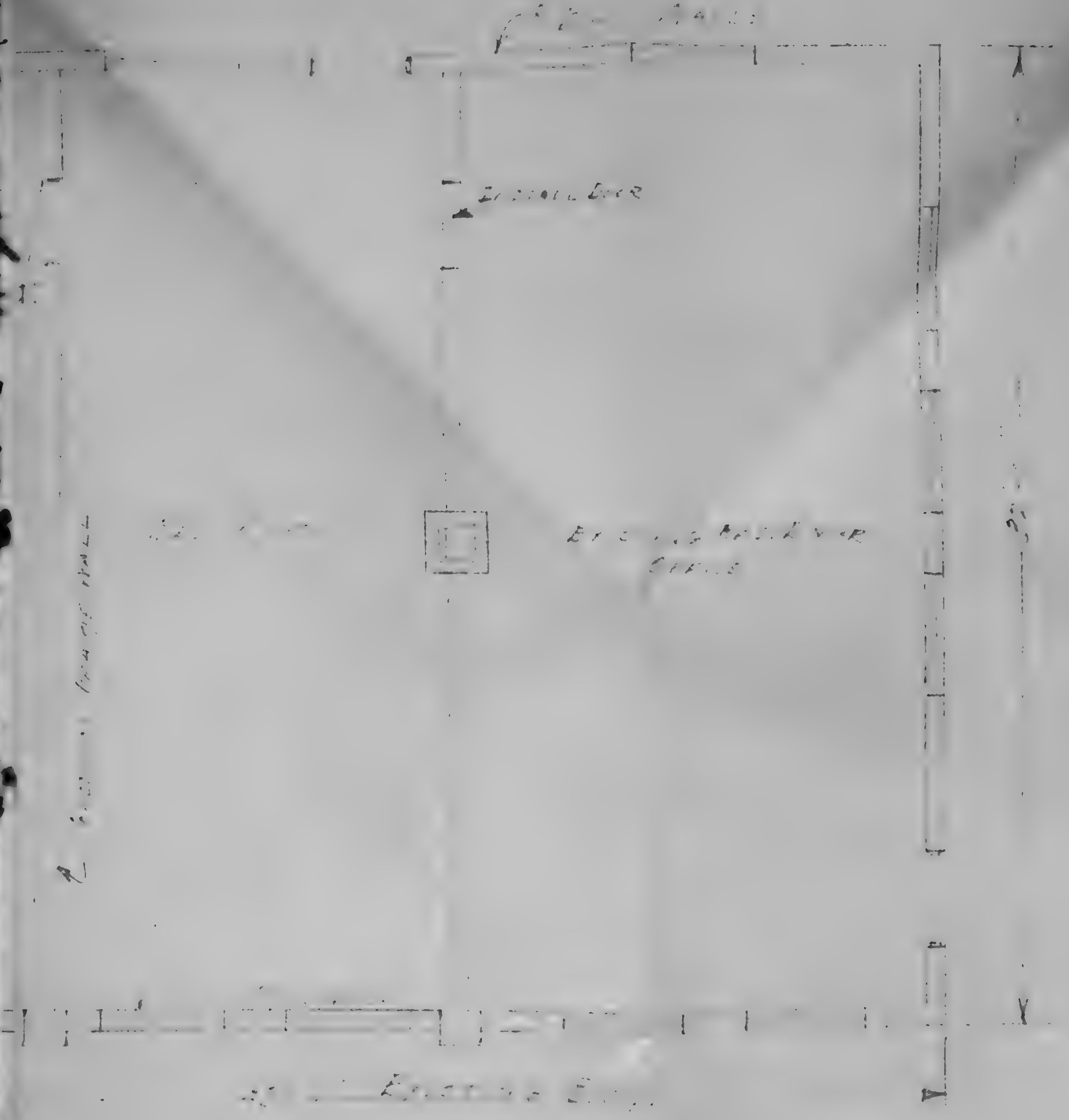
Carl
Carl Schneider

CS/mm

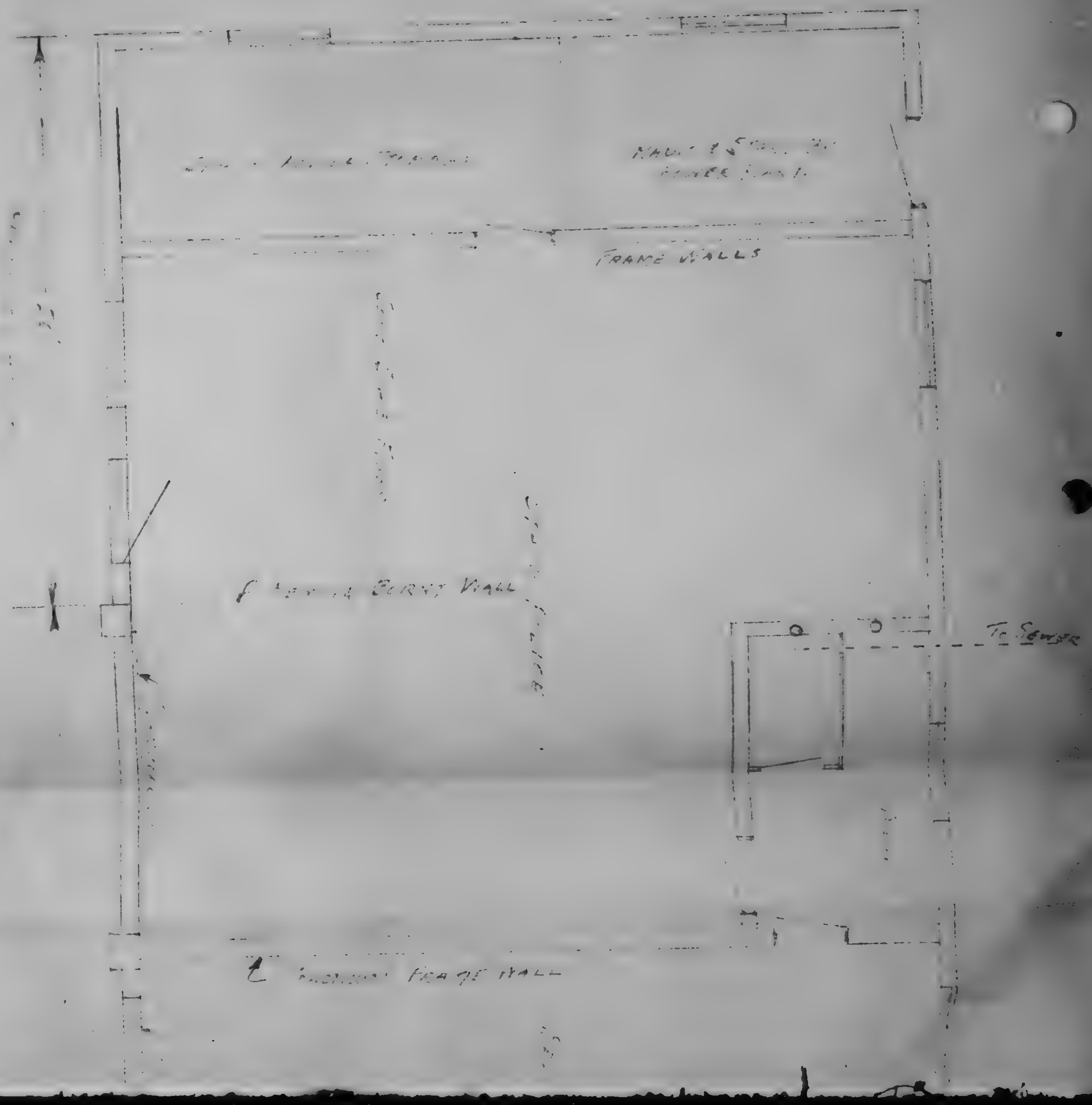
Attached

NOTED
P. M. STEPHENSON

RECEIVED
AUG 21 1961
STATE HIGHWAY ENGINEER



[illegible]


FRAME WALLS
BRICK WALL
To Sewer
FRAME WALL

RECEIVED
SEP 11 1961
FORM E-90 90M 3-61 94397
FOR FILING

15-2418

5772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1961

SUBJECT: Medford Office Building

To:

Mr. M. Stephensen
Assistant State Highway Engineer
OFFICE

Herewith sketch of proposed building at Medford to replace building recently destroyed by fire. Estimated Cost--------$18,800

Additional for room air conditioners--------------------------650

Estimate does not include radio standby power plant unit.

Building----------	$18,800
Air Condition---------	650
Contract Cost	$19,400
12½% =	2,425
TOTAL	$21,825

Carl Schneider

CS/mm
Attached
cc: Mr. C. C. Schneider

NOTED
P. M. STEPHENSON

RECEIVED
AUG [illegible] 1961
STATE [illegible] ENGINEER

F-309(7) U.P. Overcrossing-Madras Sec., 1961
Warm Springs Hwy., N. of Madras

#5293

RECEIVED
JAN 17 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

January 13, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
ATTENTION: C. H. Maison, Controller

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Oregon Project F-309(7)
U.P. Overcrossing - Madras Section
U.P. Railroad Co. Bill No. T-2157
Final Voucher No. 6

The audit of the subject bill has been reviewed. Costs as claimed are eligible for reimbursement as soon as the amount retained by the State has been paid to the Railroad Company.

Please advise when payment has been made so we can process the final voucher.

By:
Original signed by
L. R. Backlund
Administrative Manager

L. R.
Administrative Manager

Original to Maison 1-14-64
copy to Young
1-17-64

RECEIVED
JUN 27 1963
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1963

SUBJECT: Pux 403 -North of Madras G-Xings
Supplemental Order
Union Pacific Railroad Company
Jefferson County

To: Mr. R. L. Porter
Deputy State Highway Engineer
Office

Herewith I hand you a copy of Supplemental Order No. 39360, issued by the Public Utility Commissioner, under date of June 24, 1963, relative to the above-titled matter.

J N Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encl.

cc: F. D. Morgan
Dean Swift

NOTED
R L PORTER

ORDER NO. 39360

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-160

In the Matter of the Application of UNION PACIFIC RAILROAD COMPANY for authority to construct an industrial spur track at grade across certain streets, near the City of Madras, in Jefferson County, Oregon, in Section 35, Township 10 South, Range 13 East of Willamette Meridian.	SUPPLEMENTAL ORDER

On October 22, 1958, the Public Utility Commissioner of Oregon issued his Order No. 36318, granting an application of Union Pacific Railroad Company and thereby authorizing the construction of a railroad-highway crossing at grade of a public thoroughfare known as Hess Street, at or near the City of Madras, in Jefferson County, Oregon. The above crossing being therein identified for the Commissioner's Catalog of Railroad Crossings as No. 2C-105.21-C.

Subsequent thereto and on December 29, 1960, the Commissioner issued Order No. 37555, again granting an application of Union Pacific Railroad Company, as set forth in the above title, and authorizing the construction of a rail-highway grade crossing of a thoroughfare known as Lytle Street, located in the same general area, at or near Madras in Jefferson County, Oregon. This crossing was denominated also as Crossing No. 2C-105.21-C by Order No. 37555.

This inadvertent assignment of identical identification numbers to two crossings which are located in such close proximity has caused confusion and inconvenience.

It is necessary and desirable that a new crossing number be assigned to the Lytle Street crossing at or near Madras in lieu of Crossing No. 2C-105.21-C as presently designated; it is therefore

ORDERED that the crossing of later construction, being the Lytle Street crossing, as located and described in the last paragraph on page 3 of Order No. 37555, be and the same is hereby denominated as Crossing No. 2C-105.22-C and such designation shall hereinafter be used for the identification of that crossing in the Commissioner's Catalog of Railroad Crossings in Oregon; and it is further

ORDERED that, except as above noted, all other provisions of Order No. 37555 which relate to that crossing are herein declared to be unaltered and in continuing full force and effect; and it is further

ORDERED that the within order shall.be effective on the date of the execution hereof.

Made and entered this 24th day of June, 1963.

Public Utility Commissioner

(SEAL)

RECEIVED
MAR 15 1963
FOR FILING

March 14, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $500.00 will be made to Babler Bros. Inc., on contract #5993 for grading-paving-structure on the UP Overcrossing-Madras Section of the Warm Springs Highway in Jefferson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $198,167.85, including the post-final payment. Of the total, $1,941.05 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros, Inc.,
4617 SE Milwaukie Ave.,
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 8 1962
FOR FILING

November 7, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Ave.
Portland 4, Oregon

Gentlemen:

Contract #5993 awarded to Babler Bros., Inc. for grading, paving, and structure on the UP Overcrossing-Madras Section of the Warm Springs Highway in Jefferson County was completed on August 9, 1962 and accepted November 1, 1962.

Final payment in the amount of $5368.33 will be released to the contractor after November 15, 1962. The total contract amount is $196,226.80 including $1,941.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Babler Bros., Inc.
4617 SE Milwaukie Ave.
Portland 2, Oregon

RECEIVED
1962
FORM E-90 80M 5-62 43908
FOR FILE
5993

[illegible]
Bring Up Nov ~~1~~ ~~3~~ 8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1962

SUBJECT: Letter from BPR re Asphalt
UP Overcrossing-Madras Section
Warm Springs Highway
Contract No. 5993

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

L

The certification of materials on this project will be made by our laboratory in the usual manner after the semi-final estimate is cleared. This certification will include any explanations of non-specification materials, such as that noted in the Bureau of Public Roads' letter of September 28.

The semi-final estimate was vouchered on September 21, so the letter of certification should be forthcoming shortly.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

RECEIVED
OCT 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

checked out
[illegible]
1-8-62

RECEIVED
OCT 3 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 28, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-309(7)
UP Overcrossing - Madras Section

Reference is made to your letter dated August 13, 1962 advising that work was completed.

The project was inspected on August 29, 1962, and from visual inspection no condition was noted which would preclude our acceptance at the appropriate time.

However, a review of laboratory test reports indicated that three test reports on asphalt cement delivered to the project were outside of specification limits. Your materials statement has not been received to date. Comments on the use of these materials were made in Construction Inspection Report No. 4 dated August 29, 1962, copy furnished you.

We would appreciate receiving your comments and recommendations concerning the use of these out-of-specification materials before taking further action leading to acceptance of the project.

original To Morgan
10-2-62

NOTED
R. L. PORTER

RECEIVED
[illegible] 1962
FOR FILING

5993

August 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1962, on Contract No. 5993, UP Overcrossing-Madras Section, in Jefferson County, in connection with Federal-Aid Project No. F-309(7).

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: H. B. Cox

DBP:cr

RECEIVED
P 24 1962
FOR FILING

9

5993

September 24, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #5993 for grading-paving-structure on the UP Overcrossing-Madras Section of the Warm Springs Highway in Jefferson County, will be released to the contractor, Babler Bros. Inc., after October 1, 1962.

This payment will be in the amount of $17,406.88 and reduces the retained percentage to $5,887.38.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 8, 1962

Section U.P. O'Xing - Madras

Kind of work Grading, Paving & Structures

Highway Warm Springs County Jefferson

Section prefix 16-1035

Contractor Babler Bros., Inc.

Contract number 5993

Date of contract October 20, 1961

Specified work days 100

Date work started November 29, 1961

Work days used 99

Project authorization $ 241,355.25

Exclusive of engineering $ 224,192.21

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $ 207,929.42

[illegible]per cent o[illegible] underrun 7.25 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 17,163.04

Engineering cost to date $ 17,503.99, 101.99 %

Date project was completed August 9, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Thursday.

FINAL REPORT:

NOTED M. N. JUVE

CONSTRUCTION DIVISION
SEP 10 1962
NOTED ☐ ☐ ☐ ☐
CE ACE ACE CCE

KB

CB

Signed R.H. Clark R H Clark

Address Box 1249 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	1.2		1.2	1.2
Miles partially completed					
Miles completed	1.2	1.2		1.2	1.2
Total estimated quantities (contract)	36,000	13,800		14 85	5,400
Total quantities corrected to date	27,900	14,028		28 240	5,293
Estimated quantities moved or placed to date	Same			Same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-warm all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 14 1962
FOR FILING

August 13, 1962

Mr. G. W. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.,
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1962 on the U.P. Overcrossing-Madras Section in Jefferson County, State Highway Contract No. 5993.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

cc: C. W. Maison

DBP:cr

RECEIVED
APR 1962
FOR FILING

Contract 5993

State
Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-50	F PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-13-62	TATE Oregon
		COUNTY Jefferson
PROJECT REPORT NO. F-309(7)		PROJECT NO. F-309(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 U.P. O'xing to Madras

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-61	1.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 231,503.00	$ 145,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
ASSISTANT State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: L. R. Backlund
L. R. Backlund
Acting Administrative Manager
Date executed by Division Engineer April 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the U. P. Overcrossing-Madras Section, Project No. F-309(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb

March 21, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the U.P. Overcrossing-Madras Section, Project No. F-309(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Oregon State Highway Department

Federal-Aid
Project No. F-309(7)

U.P. OVERCROSSING-MADRAS SECTION OF THE
WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 21, 1962

Type Code 6201
Roadway (Sta. 0+00 to Sta. 65+00)(Contract 5993)

Clearing and Grubbing	All Required		$ 12,000.00
Drainage Excavation, Unclassified	60 cu.yd.	$5.00	300.00
General Excavation, Unclassified	36,000 cu.yd.	1.20	43,200.00
Short Overhaul	152,600 yd.sta.	0.02	3,052.00
Long Overhaul	2,600 C-yd.sta.	0.60	1,560.00
Finishing Roadbed and Slopes	1.20 mile	2000.00	2,400.00
Rounding Cutbanks	3,000 lin.ft.	0.25	750.00
12-inch Corrugated Metal Pipe	160 lin.ft.	4.00	640.00
18-inch Corrugated Metal Pipe	260 lin.ft.	5.50	1,430.00
Salvaging Culvert Pipe	50 lin.ft.	5.00	250.00
Salvaging and Reinstalling Guard Rail	700 lin.ft.	2.00	1,400.00
Metal Guard Rail	3,500 lin.ft.	3.00	10,500.00
Guide Posts, Type W-2	30 only	8.00	240.00
Coarse Crushed Material in Base	11,200 ton	2.50	28,000.00
3/4" - 0 Material in Base	2,600 ton	3.00	7,800.00
Sprinkling	600 M-gal.	2.50	1,500.00
Preparation of Base	1.20 mile	500.00	600.00
3/4" - 0 Material in Binder Course	85 cu.yd.	6.00	510.00
RC-3 Asphalt	14 ton	60.00	840.00
Asphaltic Concrete Mixture	5,400 ton	6.00	32,400.00
Asphalt in Mixture	300 ton	40.00	12,000.00
Extra for Paving Approaches	18 only	50.00	900.00
			$162,272.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,200.00
Signing (Temporary)	All Required	400.00
		$ 1,600.00

Subtotal	$163,872.00
10% Engr. & Cont.	16,387.00
Total	$180,259.00

Type Code X121
U.P. O'xing (Br. #2269-A)(Sta. 15+14.02 to Sta. 16+75.02)(Contract No. 5993)

Remodel Overcrossing and Maintain Traffic	All Required	$ 6,000.00
Shoring, Cribbing, etc.	All Required	3,500.00

Structural Excavation	100 cu.yd.	$6.00	$ 600.00
Structural Excavation below Elevation Shown	10 cu.yd.	8.00	80.00
Furnish 10" BP 42# Steel Piling	225 lin.ft.	5.00	1,125.00
Drive Steel Piles	6 only	100.00	600.00
Splice Steel Piles	2 only	100.00	200.00
Class "A" Concrete in O'xing (206 cu.yd.)	All Required		15,450.00
Class "A" Concrete in Culvert (19 cu.yd.)	All Required		1,425.00
Metal Reinforcement in O'xing (60,060 lb.)	All Required		8,900.00
Metal Reinforcement in Culvert (1,620 lb.)	All Required		350.00
Metal Parapet Rail	322 lin.ft.	8.00	2,576.00
			$ 40,806.00
Work by UPRR Co.	All Required		$ 5,780.00
	Subtotal		$ 46,586.00
	10% Engr. & Cont.		4,658.00
	Total		$ 51,244.00

Length of Roadway - - -	1.200 Miles
Length of Structure - -	0.031 Mile
Total Length- - - - - -	1.231 Miles
Cost of Roadway Per Mi.	$150,215.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$180,259.00	$113,000.00	$67,259.00
Structure	51,244.00	32,000.00	19,244.00
	$231,503.00	$145,000.00	$86,503.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

U.P. OVERCROSSING-MADRAS SECTION

PROJECT NO. F-309(7)

Estimated cost of work by the Union Pacific RR Company.

Labor and Materials to rearrange Signals and Communication Lines	$5,530.00
Labor and Materials to rearrange R/W Fences	200.00
Labor and Materials for installation and Removal of Impaired Clearance Signs	50.00
	$5,780.00

Oregon State Highway Department

Federal Aid
Project No. F-309(7)

U.P. OVERCROSSING-MADRAS SECTION OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 16, 1961

Type Code 6201
Roadway (Sta. 0+00 to Sta. 65+00)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	60	cu. yds.	$ 4.00	240.00
General Excavation, Unclassified	36,000	cu. yds.	0.90	32,400.00
Short Overhaul	152,600	yd. sta.	0.02	3,052.00
Long Overhaul	2,600	C-yd. sta.	0.50	1,300.00
Finishing Roadbed and Slopes	1.20	miles	1,000.00	1,200.00
Rounding Cutbanks	3,000	lin. ft.	0.20	600.00
12-inch Corrugated Metal Pipe	160	lin. ft.	3.75	600.00
18-inch Corrugated Metal Pipe	260	lin. ft.	6.00	1,560.00
Salvaging Culvert Pipe	50	lin. ft.	3.00	150.00
Salvaging and Reinstalling Guard Rail	700	lin. ft.	1.50	1,050.00
Metal Guard Rail	3,500	lin. ft.	2.75	9,625.00
Guide Posts, Type B-2	30	only	6.75	202.50
Coarse Crushed Material in Base	11,200	tons	2.25	25,200.00
3/4" - 0 Material in Base	2,600	tons	2.35	6,110.00
Sprinkling	600	M-gals.	3.00	1,800.00
Preparation of Base	1.20	miles	250.00	300.00
3/4" - 0 Material in Binder Course	85	cu. yds.	5.00	425.00
RC-3 Asphalt	14	tons	45.00	630.00
Asphaltic Concrete Mixture	5,400	tons	7.00	37,800.00
Asphalt in Mixture	300	tons	35.00	10,500.00
Extra for Paving Approaches	18	only	30.00	540.00
				$136,284.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,200.00
Signing (Temporary)	All	Required		400.00
				$ 1,600.00
	Subtotal			$137,884.50
	10% Engr. & Cont.			13,787.50
		Total		$151,672.00

Type Code X121
U.P. O'xing (Br. #2269-A) (Sta. 15+14.02 to Sta. 16+75.02)

Remodel Overcrossing and Maintain Traffic	All	Required		$ 2,500.00
Shoring, Cribbing, etc.	All	Required		1,000.00
Structural Excavation	100	cu. yds.	$ 7.00	700.00
Structural Excavation Below Elevation Shown	10	cu. yds.	15.00	150.00
Furnish 10" BP 42# Steel Piling	225	lin. ft.	6.00	1,350.00

Drive Steel Piles	6 only	$ 100.00	$ 600.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete in O'xing (206 cu.yds. at $75)	All Required		15,450.00
Class "A" Concrete in Culvert (19 cu.yds. at $60)	All Required		1,140.00
Metal Reinforcement in O'xing (60,060 lbs. at $0.13)	All Required		7,807.80
Metal Reinforcement in Culvert (1,820 lbs. at $0.15)	All Required		273.00
Metal Parapet Rail	322 lin. ft.	9.00	2,898.00
			$ 33,948.80
Work by U.P.R.R. Co.	All Required		$ 5,780.00
	Subtotal		$ 39,728.80
	10% Engr. & Cont.		3,972.20
	Total		$ 43,701.00

Length of Roadway	1.200 Miles
Length of Structure	0.031 Mile
Total Length	1.231 Miles
Cost of Roadway Per Mile.	$126,393.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$151,672.00	$ 95,000.00	$ 56,672.00
Structure	43,701.00	27,000.00	16,701.00
	$195,373.00	$122,000.00	$ 73,373.00

U.P. OVERCROSSING-MADRAS SECTION

PROJECT NO. 309(7)

Estimated cost of work by the Union Pacific R.R. Company

Labor & Materials to rearrange Signals and communication lines	$5,530.00
Labor & Materials to rearrange Right of Way Fences	200.00
Labor & Materials for installation and removal of impaired clearance Signs . . .	50.00
	$5,780.00

Federal Aid
Project No. F-309(7)

Oregon State Highway Department

U. P. OVERCROSSING-MADRAS SECTION OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1961

Type Code 6201
Roadway (Sta. 0+00 to Sta. 65+00)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	60	cu.yd.	5.00	300.00
General Excavation, Unclassified	36,000	cu.yd.	1.15	41,400.00
Short Overhaul	152,600	yd.sta.	0.02	3,052.00
Long Overhaul	2,600	C-yd.sta.	0.60	1,560.00
Finishing Roadbed and Slopes	1.20	mile	1,500.00	1,800.00
Rounding Cutbanks	3,000	lin.ft.	0.25	750.00
12-inch Corrugated Metal Pipe	160	lin.ft.	4.00	640.00
18-inch Corrugated Metal Pipe	260	lin.ft.	6.00	1,560.00
Salvaging Culvert Pipe	50	lin.ft.	5.00	250.00
Salvaging and Reinstalling Guard Rail	700	lin.ft.	2.00	1,400.00
Metal Guard Rail	3,500	lin.ft.	3.00	10,500.00
Guide Posts, Type W-2	30	only	8.00	240.00
Coarse Crushed Material in Base	11,200	ton	2.50	28,000.00
3/4" - 0 Material in Base	2,600	ton	2.60	6,760.00
Sprinkling	600	M-gal.	3.00	1,800.00
Preparation of Base	1.20	mile	300.00	360.00
3/4" - 0 Material in Binder Course	85	cu.yd.	6.00	510.00
RC-3 Asphalt	14	ton	60.00	840.00
Asphaltic Concrete Mixture	5,400	ton	7.00	37,800.00
Asphalt in Mixture	300	ton	36.00	10,800.00
Extra for Paving Approaches	18	only	40.00	720.00
				$153,042.00

Flagging (57½% of Contractor's Cost)	All	Required	$ 1,200.00
Signing (Temporary)	All	Required	400.00
			$ 1,600.00

Subtotal	$154,642.00
10% Engr. & Cont.	15,464.00
Total	$170,106.00

Type Code X121
U.P.O'xing (Br. #2269-A)(Sta. 15+14.02 to Sta. 16+75.02)

Remodel Overcrossing and Maintain Traffic	All	Required	$	$ 5,000.00
Shoring, Cribbing, etc.	All	Required		2,000.00
Structural Excavation	100	cu.yd.	7.00	700.00
Structural Excavation Below Elevation Shown	10	cu.yd.	15.00	150.00
Furnish 10" BP 42# Steel Piling	225	lin.ft.	6.00	1,350.00
Drive Steel Piles	6	only	100.00	600.00
Splice Steel Piles	2	only	100.00	200.00

Class "A" Concrete in O'xing (206 cu.yd. at $75.00)	All Required	$	$ 15,450.00
Class "A" Concrete in Culvert (19 cu.yd. at $75.00)	All Required		1,425.00
Metal Reinforcement in O'xing (60,060 lb. at $0.14)	All Required		8,408.40
Metal Reinforcement in Culvert (1,820 lb. at $0.15)	All Required		273.00
Metal Parapet Rail	322 lin.ft.	9.00	2,898.00
			$ 38,454.40
Work by U.P.R.R. Co.	All Required		5,780.00
	Subtotal		$ 44,234.40
	10% Engr. & Cont.		4,422.60
			$ 48,657.00

Length of Roadway - - - - - 1.200 Miles
Length of Structure - - - - 0.031 Mile
Total Length- - - - - - - - 1.231 Miles
Cost of Roadway Per Mile- - $141,755.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$170,106.00	$107,000.00	$63,106.00
Structure	48,657.00	30,000.00	18,657.00
	$218,763.00	$137,000.00	$81,763.00

U. P. OVERCROSSING-MADRAS SECTION

PROJECT NO. F-309(7)

Estimated cost of work by the Union Pacific RR Company.

Labor and Materials to Rearrange Signals and Communication Lines	$5,530.00
Labor and Materials to Rearrange R/W Fences	200.00
Labor and Materials for Installation and Removal of Impaired Clearance Signs	50.00
	$5,780.00

RECEIVED
MAR 22 1962

FOR FILING
F-309(7)

5993

March 21, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement, PUX 391, R/W File 3071, dated July 28, 1961 with the Union Pacific Railroad Company, Oregon Trunk Railroad and Great Northern Railway Company relative to construction of the U.P. Overcrossing-Madras Section, Project No. F-309(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

RAILROAD COMPANIES
FILE No. 827

RECEIVED
MAR 13 1962

FORM E-30 50M 11-61 40290

FOR [illegible]

5113

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1962

SUBJECT: Pux 391 - Madras O-Xing Widening
Des Chutes Railroad Co., Union
Pacific Railroad Co., Oregon
Trunk Railway and Great Northern
Railway Co.
R/W File 3071

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find a fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:ks
attach.

cc: Ivan D. Merchant
G. S. Paxson
Frank Morgan
Dean Swift
I. A. DeFrance
Earl Saling
H. B. Simpson
F. B. Crandall
J. W. Nash
C. H. Maison

RECEIVED
NOV 30 1961
FOR FILING

5993

Salem, Oregon
November 29, 1961

U.P. O'Neil-Madras Section
Warm Springs Highway
Jefferson County
Project F-399(7), Sect. 5993

Mr. Dean Swift
Division Engineer
P. O. Box 151
Bend, Oregon

The eligible date for starting work by the Union Pacific Railroad on the subject project is September 26, 1961. This is the date of approval of the P.S. & E. documents by the Bureau of Public Roads.

R. L. Porter
Office Engineer

DBP:bb

cc: Tom Edwards
R. E. Clark
C. H. Nelson
Bureau of Public Roads

RECEIVED
NOV 27 1961
FOR FILING

5993

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the U. P. Overcrossing-Madras Section of the Warm Springs Highway in Jefferson County, Contract No. 5993, in connection with Federal Aid Project No. F-309(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5993

November 8, 1961

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5993, awarded October 20, 1961, for grading-paving-structure on the UP Overcrossing-Madras Section of the Warm Springs Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 24 1961
FOR [illegible]

5993

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-309(7)

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project F-309(7), Union Pacific Overcrossing - Madras Section of the Warm Springs Highway we hereby concur, as of this date, in award of Contract No., 5993 to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $203,078.00 at the October 18, 1961 bid opening.

Barton

NOTED
[illegible]

RECEIVED
OCT 2 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-309(7)

We have today approved revised P. S. and E. documents for Oregon Project F-309(7), U.P.R.R. Overcrossing, Madras Section, Warm Springs Highway.

This is to authorize your advertising for bids.

Porter

RECEIVED
AUG 25 1961
FOR FILING

2925

August 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Madras Overcrossing
Warm Springs Highway
Jefferson County

Attention: Mr. Bester

Dear Sir:

For your records, I am attaching two copies of the agreement between the railroads and the State covering the widening of the Madras Overcrossing on the Warm Springs Highway.

This agreement was signed by the Highway Commission on June 27 and forwarded to the Union Pacific Railroad Company for signature of the officials of the railroad companies. The agreement was prepared by the railroad companies, and we have no thought that they would not complete it. It will, however, be several months before it makes the rounds of the railroads and returns to us as a completed agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

cc to: Mr. W. C. Williams

RECEIVED
AUG 25 1961
FOR FILING

5923

August 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Madras Overcrossing
Warm Springs Highway
Jefferson County

Attention: Mr. Bester

Dear Sir:

For your records, I am attaching two copies of the agreement between the railroads and the State covering the widening of the Madras Overcrossing on the Warm Springs Highway.

This agreement was signed by the Highway Commission on June 27 and forwarded to the Union Pacific Railroad Company for signature of the officials of the railroad companies. The agreement was prepared by the railroad companies, and we have no thought that they would not complete it. It will, however, be several months before it makes the rounds of the railroads and returns to us as a completed agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

cc to: Mr. W. C. Williams

RECEIVED
[illegible]G 23 1961
FOR FILING

UNITED ST[illegible]ES GOVERNMENT

Memorandum

[illegible]S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: August 22, 1961

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5993 C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-309(7)
U.P. Overcrossing-Madras Section

We have today approved the P. S. and E. documents for Oregon Project F-309(7), U.P. Overcrossing-Madras Section of the Warm Springs Highway, grading, paving and structure.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of a satisfactory State-Railroad agreement.

8/23/61
Agreement was approved in BPR 7/20/61 [illegible]
[illegible] status is ok.

RECEIVED
AUG 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

RECEIVED
AUG 10 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

389 (7)

5993

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 9, 1961

Mr. G. N. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 391 - Madras O-Xing Widening
Union Pacific Railroad Co.
Des Chutes Railroad Co.
Oregon Trunk Railway Co.
Great Northern Railway Co.
Jefferson County

Dear Mr. Baker:

I am transmitting herewith four copies of agreement relative to the above-titled matter. This agreement has been signed by the Highway Commission.

After it has been executed by your company I would appreciate it if you would forward it to Oregon Trunk Railway Company and Great Northern Railway Company for execution.

When the State's fully executed copy is returned to this office, please send us ten copies of Exhibit "C".

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

NOTED
G. S. PAXSON

GVS:ks
enc. 4

cc: G. S. Paxson
J. L. Monahan, Supt.
Oregon Trunk Railway Co.
1101 N. W. Hoyt St., Portland 7
W. L. Smith, Supt.
Great Northern Railway Co.
Klamath Falls

RECEIVED
AUG [illegible] 1961

RECEIVED
AUG 29 1961
FOR FILING
5723

UsA
5
7-28

Salem, Oregon
August 3, 1961

RAILROAD COMPANIES
FILE No. 2-7

Mr. L. I. Lindas
Chief Counsel
Office

Attached are four copies of an agreement with the Des Chutes Railroad Company, Oregon-Washington Railroad and Navigation Company, Union Pacific Company Oregon Trunk Railway and the Great Northern Railway Company relative to widening of the Madras overcrossing in Jefferson County. These copies have been executed by the State Highway Commission and are now ready for exeuution by the Railroad Companies.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 4

FORM CD-121
(9-2?-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St., N.E.
Salem, Oregon

RECEIVED
AUG 1 1961
FOR FILING

5993

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 26, 1961

FROM : C. G. Polk, Division Engineer
08-35.4:0 Salem, Oregon

By: DM Emrich
D. M. Emrich, District Engineer

SUBJECT: Madras Overcrossing, Wapinitia Highway

Attached is the single copy of State-railroad agreement covering the widening of the above-named structure, transmitted with your letter of July 18, 1961.

We have reviewed the agreement and it appears satisfactory.

Attachment

NOTED

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
JUL 18 1961
FOR FILING

[illegible]

5993

July 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Madras Overcrossing
Wapinitia Highway
Jefferson County

Dear Sir:

I attach hereto a copy of an agreement between the railroads and the State covering the widening of the overcrossing carrying the Wapinitia Highway just north of Madras.

It would be appreciated if you would examine this agreement and advise as to its acceptability. This is one of the original copies and must be presented to the Highway Commission for signature. I would appreciate its return so that I may present it to the Commission at the meeting on July 28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:[illegible]

cc to: Mr. W. C. Williams

RECEIVED
AUG 1 1961
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5923

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 17, 1961

File Ref. D 9324 - 32 - 1

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding widening of overcrossing at Madras, Jefferson County, Oregon:

Herewith in quadruplicate is proposed construction agreement. If satisfactory, will you please have document executed by the State Highway Commission, returning all four counterparts for completion on the part of the Railroads. Please fill in the date of agreement on page 1 and effective date of agreement, Section 11, page 9 prior to execution.

Under the insurance provisions of Section 6 the State is to require each of its Contractors to furnish insurance in favor of the Railroads, and it will be appreciated if you will include in your Special Provisions that a copy of policy is to be furnished for each of the Railroads.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED

RECEIVED
MAR 7 1961
FOR

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 507 (7)

5993

March 7, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

RE: Railroad/Highway Agreement
Madras Overcrossing

Dear Sir:

I understand that the Union Pacific Railroad will prepare the Railroad/Highway Agreement on the widening of the existing Madras Overcrossing of the Oregon Trunk Railroad.

To comply with the provisions of PPM 30-3, and more particularly the amendments 1, 2, and 3, will you please furnish us your items of reimbursable costs for the overall project. We will also require the daily rate shcedule of protective personnel who may be assigned to the project, with a list of percentages for all of the additives to railroad personnel wages and salaries.

Complete plans and special provisions will be sent you as soon as they are available. Also, copies of revised PPM 30-3 with all its amendments will be sent you in the very near future.

Your attention is called to the requirements of PPM 30-3 which requires submission of railroad bills within 120 days after completion of the project. We believe this is something that should be in the Railroad/Highway Agreement.

Please advise if there is anything additionally that you require from this office for the preparation of the Railroad/Highway Agreement.

Very truly yours,

NOTED
G. S. PAXSON

Ivan D. Merchant
Bridge Engineer

IDM:nk

cc: G. S. Paxson
R. M. Brown

RECEIVED
FORM E-123 X TSN 1-60
MAR 7 1961
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7 (7)

5993

March 7, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

RE: Railroad/Highway Agreement
Madras Overcrossing

Dear Sir:

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To comply with the provisions of PPM 30-3, and more particularly the amendments 1, 2, and 3, will you please furnish us your items of reimbursable costs for the overall project. We will also require the daily rate shcedule of protective personnel who may be assigned to the project, with a list of percentages for all of the additives to railroad personnel wages and salaries.

Complete plans and special provisions will be sent you as soon as they are available. Also, copies of revised PPM 30-3 with all its amendments will be sent you in the very near future.

Your attention is called to the requirements of PPM 30-3 which requires submission of railroad bills within 120 days after completion of the project. We believe this is something that should be in the Railroad/Highway Agreement.

Please advise if there is anything additionally that you require from this office for the preparation of the Railroad/Highway Agreement.

Very truly yours,

NOTED
G. S. PAXSON

Ivan D. Merchant
Bridge Engineer

IDM:nk

cc: G. S. Paxson
R. M. Brown

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MAR 6 1961
FORM E-30 50M 47-8C 29395
FOR FILING

5773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1961

SUBJECT: Pux 391 - Madras O-Xing Widening
Union Pacific Railroad Co.
Deschutes County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Herewith I hand you copy of Order No. 37694 issued by the Public Utility Commissioner in the above-titled matter, under date of February 23, 1961.

The order is in conformance with the petition of the Highway Commission and the testimony presented at the hearing.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Mr. Ivan Merchant (4)
Mr. Tom Edwards (2)
Mr. Dean Swift (2)
Mr. I. A. DeFrance (2)
Mr. H. B. Simpson
Mr. F. B. Crandall
Mr. J. W. Nash (3)

G. S. PAXSON

RECEIVED
MAR 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

Order #37694

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
SXF - 151

In the Matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing overcrossing over the tracks of Des Chutes Railroad Company, et al., known as the MADRAS OVERCROSSING WIDENING project, situate on the Warm Springs Highway north of Madras in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 36, Township 10 South, Range 13 East, of the Willamette Meridian in Jefferson County, Oregon.	)	ORDER

The above entitled matter was duly heard on December 12, 1960, at Salem, Oregon, before David E. Bourassa, Examiner for the Public Utility Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Counsel,
Salem, Oregon
In behalf of the State Highway Commission

Glen V. Sorensen, Staff Attorney,
Salem, Oregon
In behalf of the State Highway Commission

For Respondents:

Robert B. Batchelder, Attorney at Law,
Portland, Oregon
In behalf of Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company and Des Chutes Railroad Company

Guy E. LaSalle Jr., Principal Assistant Engineer, Portland, Oregon
In behalf of the Oregon Trunk Railway Company

For Commissioner:

None

On September 2, 1960, the State of Oregon, by and through its State Highway Commission, filed its petition requesting authority to widen by constructing an additional traffic lane on an existing overcrossing over the tracks of the Des Chutes Railroad Company on the Warm Springs Highway north of Madras, the widening construction to be known as the MADRAS OVERCROSSING WIDENING project. On September 6, 1960, copies of the petition were duly served upon all interested Railroads, the North Unit Irrigation District at Madras, Oregon, and the County Court of Jefferson County at Madras, Oregon. On September 14, 1960, the County Court of Jefferson County, Oregon, filed a letter with the Commissioner stating that it would enter no objection to the proposed project. On September 30, 1960, the Oregon Trunk Railway filed a letter with the Commissioner stating that it would make no objections to the petition nor to the entry of a proper order in the matter.

On September 22, 1960, the Des Chutes Railroad Company, Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company filed their Answer with the Commissioner admitting to certain allegations contained in the Petition and denying others. On September 26, 1960, the North Unit Irrigation District filed a letter with the Commissioner stating that it had no objection to the construction of the project provided that construction be planned so there would be no interference with the irrigation operations between April 1, and November 1.

Answers having been received, the matter was at issue and thereafter set down for hearing on December 12, 1960. On December 1, 1960, notice of hearing was duly published to all persons having an interest herein.

Evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

In 1936, the State of Oregon constructed an overcrossing structure on the Warm Springs Highway, north of Madras in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 36, Township 10 South, Range 13 East, of the Willamette Meridian in Jefferson County, Oregon, over the tracks of railroad companies, which overcrossing has been and now is used by the general public.

The grade on the Warm Springs Highway ascending from the south is steep, creating dangerous traffic conditions hazardous to the traveling public. The Petitioner proposes to relieve this situation by the construction of an additional traffic lane on the easterly side of the existing two-lane highway. In connection therewith it will be necessary and desirable to widen the existing overcrossing structure as shown by drawings 15982 and 2269A-A attached to the Petition and by reference made a part thereof.

The Answer of the Des Chutes Railroad Company, et al, denied the Petitioner's allegation in Paragraph IV of the Petition which stated, "That the widening of the existing overcrossing structure is necessary and proper for the service, convenience and safety of public highway travel in that the present overcrossing structure is not adequate in width to serve three lanes of public highway traffic."

Petitioner's evidence, uncontroverted by said Respondent railroad, showed that the subject part of the Warm Springs Highway was located on a hill; that the highway grade was so steep it was necessary to construct an additional "climbing lane" for slow traffic; that without such addition public safety was endangered and traffic flow impeded; and, that in connection therewith it would be necessary to widen the existing overcrossing structure.

The Answer of the Des Chutes Railroad Company, et al, denied Paragraph V of the Petition which stated, "That the grade approaching the structure from the south is an ascending grade of 5 per cent and that the grade approaching the structure from the north is an ascending grade of 0.676 per cent, which grades are connected by a vertical curve 2,570 feet in length." Petitioner adduced evidence, uncontroverted by said Respondent railroad, fully supporting the allegations of Paragraph V in the Petition.

The Answer of the Des Chutes Railroad Company, et al, denied the allegations of Paragraph VII of the Petition which stated, "That the traffic on the highway is an annual average daily movement of 3,000 vehicles, which traffic will be subject to normal increases, and that there is an average of 9 train movements per day on the tracks of Railroad Companies." Said Respondent Railroads alleged they operate an average of 2 train movements per day beneath the overcrossing. Petitioner adduced evidence, uncontroverted by said Respondent Railroads which fully supported the allegation contained in said Paragraph VII as to vehicular movements. Said Respondent Railroads further agreed that there were between 9 and 10 train movements under the overcrossing each day.

The Answer of the Respondent, Des Chutes Railroad Company, et al, admits that part of Paragraph III of the Petition which alleges, "that Respondent, Des Chutes Railroad Company, owns a line of railroad from South Junction to Metolius, Oregon, in which Respondents, Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company have leasehold interests and that the State of Oregon has constructed an overcrossing structure over this railroad."

Respondent Railroads allege affirmatively that, pursuant to an agreement of July 1, 1935, between the Des Chutes Railroad Company, Oregon-Washington Railroad and Navigation Company, Oregon Trunk Railway, Northern Pacific Railroad Company and Great Northern Railway Company, the operation and maintenance of this line of railroad, owned by Respondent, Des Chutes Railroad Company, is the primary responsibility of the Oregon Trunk Railway.

This affirmative allegation of the Respondent was not controverted and for purposes of this order the primary responsibility for the operation and maintenance of the railroad will be that of the Oregon Trunk Railway.

The answer of the Respondent, Des Chutes Railroad Company, et al, deny the allegations of the Petition contained in that part of Paragraph III which states that, "which overcrossing has been and now is used by the general public. That the grade on the Warm Springs Highway ascending from the south is a steep gradient, and the State proposes the construction of an additional traffic lane on the easterly side of the existing two lane highway. That in connection therewith it is and will be necessary and desirable to widen the existing overcrossing structure as shown by Drawings 15982 and 2269A-A, attached hereto and by this reference made a part hereof." Evidence adduced, uncontroverted by the Respondent, fully supported the allegations contained in this part of Paragraph III of the Petition.

The Answer of the Respondent, Des Chutes Railroad Company, et al, admits that part of Paragraph VI of the Petition which states that the State should perform those things listed under "THINGS TO BE DONE BY THE STATE" and the North Unit Irrigation District should perform those things enumerated in "THINGS TO BE DONE BY NORTH UNIT IRRIGATION DISTRICT." Said Respondent denies that any of the named Railroad Companies, or any person, or corporation other than the State or its agents, should install or maintain any impaired clearance sign necessitated by any construction which might be authorized by this proceeding.

The Oregon Trunk Railway, subject to reimbursement by the State Highway Commission, agreed to install, maintain and remove any "Impaired Clearance" signs necessitated by the proposed construction, said signs to be furnished by the State.

The Answer of the Respondent, Des Chutes Railroad Company, et al, denied that part of Paragraph VI, items (a), (b), (d) and (e) contained under "THINGS TO BE DONE BY RAILROAD COMPANIES" for the reason that none of the Respondents are the operating company for the section of the track involved herein.

It was agreed by all parties that Respondent, Oregon Trunk Railway, was the responsible operating company for the subject railroad.

It was further agreed that under sub-paragraph (a) of Paragraph VI the Oregon Trunk Railway would, subject to reimbursement by the Petitioner, make such rearrangements in their signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project.

Under sub-paragraph (b) of Paragraph VI of the Petition the Oregon Trunk Railway, subject to reimbursement by the Petitioner, agreed to furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project.

Under sub-paragraph (d) under Paragraph VI, the Oregon Trunk Railway would, subject to reimbursement by the Petitioner, remove and replace right-of-way fence as may be required for the construction of the project.

Under sub-paragraph (e)of Paragraph VI of the Petition the Oregon Trunk Railway would, at their own cost and expense, maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

The Answer of the Respondent, Des Chutes Railroad Company, et al, denied that part of Paragraph VIII which stated, "That during construction of the proposed widening, the horizontal clearances of the railroad tracks will at all times be in excess of the minimum clearances required by Commissioner's Order No. 33700." Evidence adduced, uncontroverted by the Respondent, supported the allegation contained in Paragraph VIII of the Petition.

The Answer of the Respondent, Union Pacific Railway Company, et al, affirmatively alleges in answer to that part of Paragraph VIII of the Petition which states, "that the vertical clearances over the tracks of railroad will be impaired to 21' 6" above the top of rails, which vertical impairments will be removed after the completion of the construction." That no vertical clearances not permitted by Commissioner's Order #33700 should be permitted which will result in a clearance impairment below 21' 6" above the top of rail.

Evidence adduced at the hearing showed that the clearance would be impaired to 21' 6" above the top of rail and no less, and that such vertical impairments would be removed after the completion of the construction of the overcrossing.

Evidence adduced by the Petitioner showed that it would prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof, including the lengthening of an existing irrigation concrete box culvert carrying irrigation water, under the operating jurisdiction of the North Unit Irrigation District.

It was further submitted by the Petitioner that such proposed construction of the irrigation culvert would not interfere with the operations of the North Unit Irrigation District.

The proposed widening of the existing 20' roadway will be a 15' roadway addition and a 2' sidewalk addition easterly and, as with the existing span the structure as widened, will have three spans with a reinforced concrete continuous deck slab. That part of the structure overcrossing the railroad will have a span of 63' with 49' spans on each end. This wide 63' center span allows for the installation of an additional future track by the railroad.

From the foregoing it is concluded that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to widen the overcrossing structure known as the MADRAS OVERCROSSING WIDENING Project should be granted. It is therefore

ORDERED that the authority to widen an existing overcrossing over the tracks of the Des Chutes Railroad Company, et al, known as the MADRAS OVERCROSSING WIDENING Project, situated on the Warm Springs Highway north of Madras in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 36, Township 10 South, Range 13 East, of the Willamette Meridian in Jefferson County, Oregon, be and the same is hereby granted subject to the conditions hereinafter set forth; and it is further

ORDERED that the overcrossing structure shall be built in a good and workmanlike manner and in conformity as to location, elevation, approach, grades and angle of crossing, with drawings No. 15982 and 2269A-A submitted with the application and by this reference made a part hereof; and it is further

ORDERED that impairments to the standard vertical clearances as prescribed, and defined in P.U.C. Order #33700, which are necessary to, or result from the placing of false work or the erection of building material required for the construction, which do not fall below a line 21' 6" above top of rail, are herein authorized as temporary impaired clearances; such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that the Oregon Trunk Railway is authorized to operate over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that the Oregon Trunk Railway shall, subject to reimbursement by the Petitioner, install, maintain and remove any such "Impaired Clearance" signs as may be required for railroad operations; and it is further

ORDERED that the Petitioner shall, at its own cost and expense, lengthen an existing irrigation concrete box culvert carrying irrigation water, under the operation jurisdiction of the North Unit Irrigation District; and it is further

ORDERED that the construction of such irrigation culvert extension shall take place during the year so as not to interfere with the North Unit Irrigation District's operations between April 1, and November 1,; and it is further

ORDERED that after the construction of the extension of the concrete culvert the North Unit Irrigation District shall maintain, at its own cost and expense, the culvert carrying irrigation waters as heretofore; and it is further

ORDERED that the Oregon Trunk Railway shall, subject to reimbursement by the Petitioner, remove and replace any right-of-way fences as may be required by the construction of the project; and it is further

ORDERED that the Oregon Trunk Railway shall, subject to reimbursement by the Petitioner, make such rearrangements in their signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project; and it is further

ORDERED that the Oregon Trunk Railway shall, at its own cost and expense, maintain the existing and future railroad tracks, their appurtenances and facilities after completion of the project; and it is further

ORDERED that the Oregon Trunk Railway shall, subject to reimbursement by the Petitioner, furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project; and it is further

ORDERED that the crossing shall continue to be designated as 2C-104.3-A as a means of identification in

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FORM 2-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1960

SUBJECT: Pux 403 - North of Madras G-Xings
Union Pacific Co.
Jefferson County

To:
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Dean Swift

Herewith I hand you copy of Order No. 37555 issued by the Public Utility Commissioner under date of December 29, 1960, which you will find self-explanatory.

J.W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

ORDER NO. 37555

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-160

In the Matter of the Application of UNION PACIFIC RAILROAD COMPANY for authority to construct an industrial spur track at grade across certain streets, near the City of Madras, in Jefferson County, Oregon, in Section 35, Township 10 South, Range 13 East of Willamette Meridian.	ORDER

On October 21, 1960, the Union Pacific Railroad Company, whose address is 828 Pittock Block, Portland, Oregon, on behalf of itself and its lessor, Oregon-Washington Railroad and Navigation Company, and on behalf of the Deschutes Railroad Company, owner of the right-of-way and connecting trackage in the area involved, filed with the Commissioner,pursuant to the provisions of ORS Chapter 763, an application requesting authority to construct a spur track at street grade across three streets in an industrial area near the City of Madras in Jefferson County, Oregon.

Applicant and its affiliates, hereafter referred to collectively as "Railroad", propose to construct a spur track approximately 4,323 feet in length running in a generally northerly direction from a junction with an existing drill track at a point thereon 1335 feet from a connection with the main track which is just north of Madras Station. The track will be used to provide rail service to industries which are now and which will be located adjacent thereto and which now do not have such service.

Applicant alleges that the cost of constructing the crossings above or below the grade of the streets to be crossed would be prohibitive, and unwarranted by the amount of rail and vehicular traffic using the proposed crossings. Also, that such construction would be impracticable or impossible because of the ground contours and the elevation of the trackage with which the spur track will connect and because of the location of the industrial property to be served in relation to the established grades of the streets to be crossed.

The application sets forth certain matters relevant to the proposed trackage, such as the expected daily volumes of vehicle and train traffic over the crossings, the details of construction and the plans and provisions for the installation and maintenance of protective devices and refers to scale drawings marked Exhibits A, B and C which are attached to the application and by that reference made a part thereof.

Also attached to the application and referred to therein as "Consents for Construction" are statements bearing the signatures of the County Judge and Commissioners of Jefferson County and of the Mayor of the City of Madras, which in substance consent to the granting of the application of Union Pacific Railroad Company for authority to construct the track across the several streets involved.

Notice of the application and copies thereof together with the attachments above referred to were served upon the Oregon State Highway Commission, which Commission, in its answer, stated that the proposed crossings are not on any public way under the jurisdiction of the State Highway Commission and no objection is made to the issuance of such order or orders as may be just and proper.

The new track construction is in an area that was developed as an armed forces facility by the Federal Government during World War II. Streets were laid out and partially improved; warehouses and buildings necessary to its operation were constructed and considerable railroad trackage was installed. In 1949, after the close of the war, the Federal Government transferred ownership of this area to Jefferson County and/or the City of Madras. During the years intervening, between 1949 and the present time, it has been improved and developed as an industrial site and is now occupied by lumber manufacturing and general service industries. PUC Ore. Orders No. 36266 and 36318 authorize the construction and use of several highway railroad grade crossings in the area and place the burden and responsibility for maintenance thereof jointly upon Union Pacific Railroad Company and the City of Madras or the County of Jefferson as their interests and the agreements made may dictate or require.

Applicant and its affiliates are railroads organized and existing under Oregon laws as defined in ORS Chapter 763 and are authorized and qualified to construct facilities for and to perform common carrier rail operations in the vicinity of the crossing.

The three streets involved in the proposed construction referred to locally and platted as Moore, Adler and Lytle Streets are public thoroughfares under the joint or separate jurisdiction and control of the City of Madras and/or the County Court of Jefferson County and are "highways" as defined in ORS Chapter 763.

Moore Street and Adler Street in the vicinity of the proposed crossings are not improved streets and open to public travel, and no vehicular use of the crossings will be made until such time as the streets are improved and prepared for such traffic.

Lytle Street and Hess Street, which it intersects at a point approximately 40 feet northeast of the center line of the track, are parts of a circumferential thoroughfare serving the north part of the sector which carries a vehicle traffic estimated at a yearly average of 150 vehicles daily. The Lytle Street approach to the crossing from the southwest is on an ascending grade of 2.4% until within 25 feet of the center of the track, from which point over the tracks and through a distance of 50 feet the roadway is approximately level. The approach on Hess Street from the northeast is on an ascending grade of 1.4% until it reaches the level crossing area 25 feet from the center of the track. These streets, in the vicinity of the crossing, are approximately 24 feet in width and surfaced with a mixture of earth and cinders, and because of the 45° angular intersection of the center lines of the streets at a point 40 feet east of the crossing, a curved alignment is created at the crossing, being a curve right when proceeding in a northeasterly direction. The spur track intersects the southwesterly Lytle Street tangent section of the crossing at an angle of approximately 66° in the southwest quadrant. The spur track approaches the intersection at approximately level grade. Applicant proposes to surface the crossing within the track area with timber planking.

The track will be utilized only for the switching of cars into and out of the industries in the area and because of this fact, and the speed limiting factor of a 12° 30' curve just north of the crossing, train speeds will necessarily be slow and probably will not exceed 10 miles per hour. The contemplated demands of industry will not require the movement of more than 4 trains daily over the crossing, such movements to consist of switch trains made up of standard railroad equipment powered by diesel electric locomotives. All train movements over the crossing in a northerly direction will require the locomotive to shove the cars. The engine will precede the cars when moving southward towards the main line.

Vehicle speeds in the area are not specifically limited by law or regulation, but because of the nature of the roadway, the alignment of the streets and the street surface, it is probable that vehicles will seldom travel in excess of 25 miles per hour when approaching the crossing on Lytle or Hess streets.

In three quadrants, from points on the roadway on each side of the track, at distances from the crossing in excess of those required for safe stopping of vehicles moving at a speed of 25 miles per hour, nothing obstructs the vision or hides the view of the track or of trains approaching the crossing. In the remaining quadrant from a position on Hess Street 131 feet east of the track the approaching driver is afforded an unobstructed view of the track south of the crossing for a distance of 160 feet from the center of the roadway and this distance is sufficient to insure the driver's safe negotiation of the crossing before the arrival of a slowly moving switch train.

Applicant proposes that there be installed at the Lytle Street crossing two reflectorized standard crossing signs and two reflectorized standard stop signs and that the cost of the installation and maintenance of the signs and the cost of the construction and maintenance of the crossing be borne by the applicant.

As previously stated, Moore Street and Adler Street are unimproved and are not now used as public thoroughfares. The roadway is not physically defined and the street grades are not established. The need at this time for prescribing the details of construction and the requirements for crossing protection is not indicated.

After an investigation in the field and the consideration of the above, the Commissioner is of the opinion that the three grade crossings, when constructed as proposed herein, will constitute no hazards which are inconsistent with the benefits derived therefrom, and concludes that the public safety, public convenience and general welfare justifies and requires the proposed construction and the granting of the within application.

It is also concluded that, from points on the highway within safe distances from the crossing, ample view of slow moving approaching trains is afforded to insure the safe negotiation of the crossing without stopping, and that the need for the installation of "STOP" signs, and the requirement that all vehicles stop before proceeding over the crossing is not indicated.

It is further concluded that because Moore and Adler Streets are at this time platted streets only and physically undefined as to location and unimproved as to surface, any determination as to the type of protective devices best suited to the two locations should await the time of their opening to vehicular use, and that the Commissioner's jurisdiction in these proceedings should be retained for such future order or orders as may in these premises be just and proper. It is therefore

ORDERED that the application of Union Pacific Railroad Company for authority to construct an industrial spur track at grade across certain streets known as Moore, Adler and Lytle Streets near the City of Madras, Jefferson County, Oregon in Section 35, Township 10 S., Range 13 E., of Willamette Meridian be and the same is hereby granted under the following terms and conditions:

1. For purposes of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, the crossings shall be denominated as follows and referred to hereafter by the designation assigned thereto:

Moore Street	2C-105.06-C
Adler Street	2C-105.15-C
Lytle Street	2C-105.21-C

2. Crossing No. 2C-105.21-C shall be constructed in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, angle of intersection, approach grades and details of roadway surfacing as set forth in the application and more specifically shown on the plan and profile attached thereto;

3. There shall be installed at proper locations, one in the northeast and one in the southwest quadrants of the intersection, Commissioner's Standard No. 1-R reflectorized crossing signs similar to that recommended as Commissioner's Standard No. 1-R in Annex A of PUC Ore. Order No. 36962;

4. The spur track at locations designated as 2C-105.06-C and 2C-105.15-C shall be installed in such a manner as to permit the eventual construction of smooth and level street crossings and in conformity as to location with map above referred to as Exhibit A, and as to grade and elevation with profile above referred to as Exhibit B;

5. At such time as it becomes necessary, for the City of Madras or Jefferson County to lay out, construct or improve Moore Street or Adler Street as thoroughfares to be opened and used for vehicular travel, notification thereof shall be given the Commissioner in writing at which time an order supplemental hereto shall be issued setting forth such details of construction and requirements for protection as

may be determined necessary to the safety, public convenience and the general welfare. The cost of such construction and maintenance and the costs of the necessary protective signs or signals, and the costs of their installation and maintenance to be borne by railroad and municipality or county in such proportions as the Commissioner may deem just and reasonable.

6. All costs of construction of crossing No. 2C-105.21-C together with the costs of maintenance of the track structure, that portion of the crossing surface lying between the rails and for a distance of 2 feet outside thereof and the crossing signs shall be borne by railroad. And it is further

ORDERED that jurisdiction is hereby retained in these proceedings for the purpose of making such other and future orders as may be just and proper in these premises and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 29th day of December, 1960.

Jonel C Hill
Public Utility Commissioner

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1960

FORM 2-126-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
[redacted]

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 28, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 403 - North of Madras G-Xings
Union Pacific Railroad Co.
Jefferson County

Dear Sir:

In accordance with your notice of October 25, 1960, I am enclosing five signed copies of answer of the State Highway Commission in the above-titled matter, your Docket No. 3XF-160.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
Tom Edwards
Dean Swift

NOTED

Pux 403

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of UNION PACIFIC RAILROAD COMPANY for authority to construct an industrial spur track at grade across certain streets known as Moore, Adler and Lytle Streets, near the City of Madras, in Jefferson County, Oregon, in Section 35, Township 10 South, Range 13 East of W.M.	No. SXF-160 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That the proposed crossings are not on any public ways under the jurisdiction of the State Highway Commission and no objection is made to the issuance of such order or orders as may be just and proper.

Dated at Salem, Oregon, this 28th day of October, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

RECEIVED
SEP 1960
FOR FILING
5993

FORM E-123-X 7
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 1, 1960

Mr. Jenel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 391 - Madras Overcrossing
Widening
Union Pacific Railroad Co.
Jefferson County

Dear Sir:

Herewith I hand you eight signed copies of application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, two copies for service upon the Oregon Trunk Railway, and the additional copies are for service of one each upon the following: Great Northern Railway Company; North Unit Irrigation District, the address of which is Madras, Oregon; and Deschutes County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:km
Enc.

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
Dean Swift

Pux 391

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing overcrossing over the tracks of Des Chutes Railroad Company, et al., known as the MADRAS OVERCROSSING WIDENING project, situate on the Warm Springs Highway north of Madras in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 36, Township 10 South, Range 13 East, of the Willamette Meridian in Jefferson County, Oregon.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Des Chutes Railroad Company owns a line of railroad extending from South Junction in Wasco County to Metolius in Jefferson County, in the State of Oregon, which it has leased to Oregon-Washington Railroad and Navigation Company and the latter has in turn leased to Union Pacific Railroad Company, which now operates the same in common with Oregon Trunk Railway and Great Northern Railway Company, which latter companies have the right to use the same for certain purposes under contract with said Des Chutes Railroad Company. The said railroads are collectively referred to herein as "Railroad Companies."

That heretofore by virtue of Order No. 3311, issued April 14, 1936, Docket F-1788, State has constructed an overcrossing structure over the tracks of Railroad Companies, which overcrossing has been and now is used by the general public. That the grade on the Warm Springs Highway ascending from the south is a steep gradient, and State proposes the construction of an additional traffic lane on the easterly side of the existing two lane highway. That in connection therewith it is and will be necessary and desirable to widen the existing overcrossing structure as shown by Drawings 15982 and 2269A-A, attached hereto and by this reference made a part hereof.

IV

That the widening of the existing overcrossing structure is necessary and proper for the service, convenience and safety of public highway travel in that the present overcrossing structure is not adequate in width to serve three lanes of public highway traffic.

V

That the grade approaching the structure from the south is an ascending grade of 5 per cent and that the grade approaching the structure from the north is an ascending grade of 0.676 per cent, which grades are connected by a vertical curve 2,570 feet in length.

VI

That State proposes that the maintenance of the proposed overcrossing structure and the facilities of Railroad Companies and of the North Unit Irrigation District be handled and costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof, including the lengthening of an existing irrigation concrete box culvert, carrying irrigation water, under the operating jurisdiction of the North Unit Irrigation District.

(b) Except as stated under "Things To Be Done By Railroad Companies" finance the construction of the said project without participation therein from funds of Railroad Companies or North Unit Irrigation District, from State and Federal highway funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited under the accounting practices contained in Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the said structure with its appurtenances and highway approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, make such rearrangements in their signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement under federal regulations, furnish such watchmen and flagment services as may be required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement under federal regulations, place and remove such "Impaired Clearance" signs as may be required for railroad operations.

(d) Subject to reimbursement under federal regulations, remove and replace right of way fence as may be required for the construction of the project.

(e) At their own cost and expense, maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

THINGS TO BE DONE BY NORTH UNIT IRRIGATION DISTRICT:

(a) After the extension thereof, maintain at its own cost and expense the existing box culvert carrying irrigation waters, as heretofore.

VII

That the traffic on the highway is an annual average daily movement of 3,000 vehicles, which traffic will be subject to normal increases, and that there is an average of 9 train movements per day on the tracks of Railroad Companies.

VIII

That during construction of the proposed widening, the horizontal clearances of the railroad tracks will at all times be in excess of the minimum clearances required by Commissioner's Order No. 33600, but that the vertical clearances over the tracks of railroad will be impaired to 21' 6" above the top of rails, which vertical impairments will be removed after the completion of construction.

IX

That the proposed construction is in the Northwest quarter of the Southwest quarter ($NW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 36, Township 10 South, Range 13 East, W.M., in Jefferson County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and for the operation of trains during the period of impaired clearances, and for such other and further order as may be proper in the the premises.

Dated at Salem, Oregon, this 1st day of September, 1960.

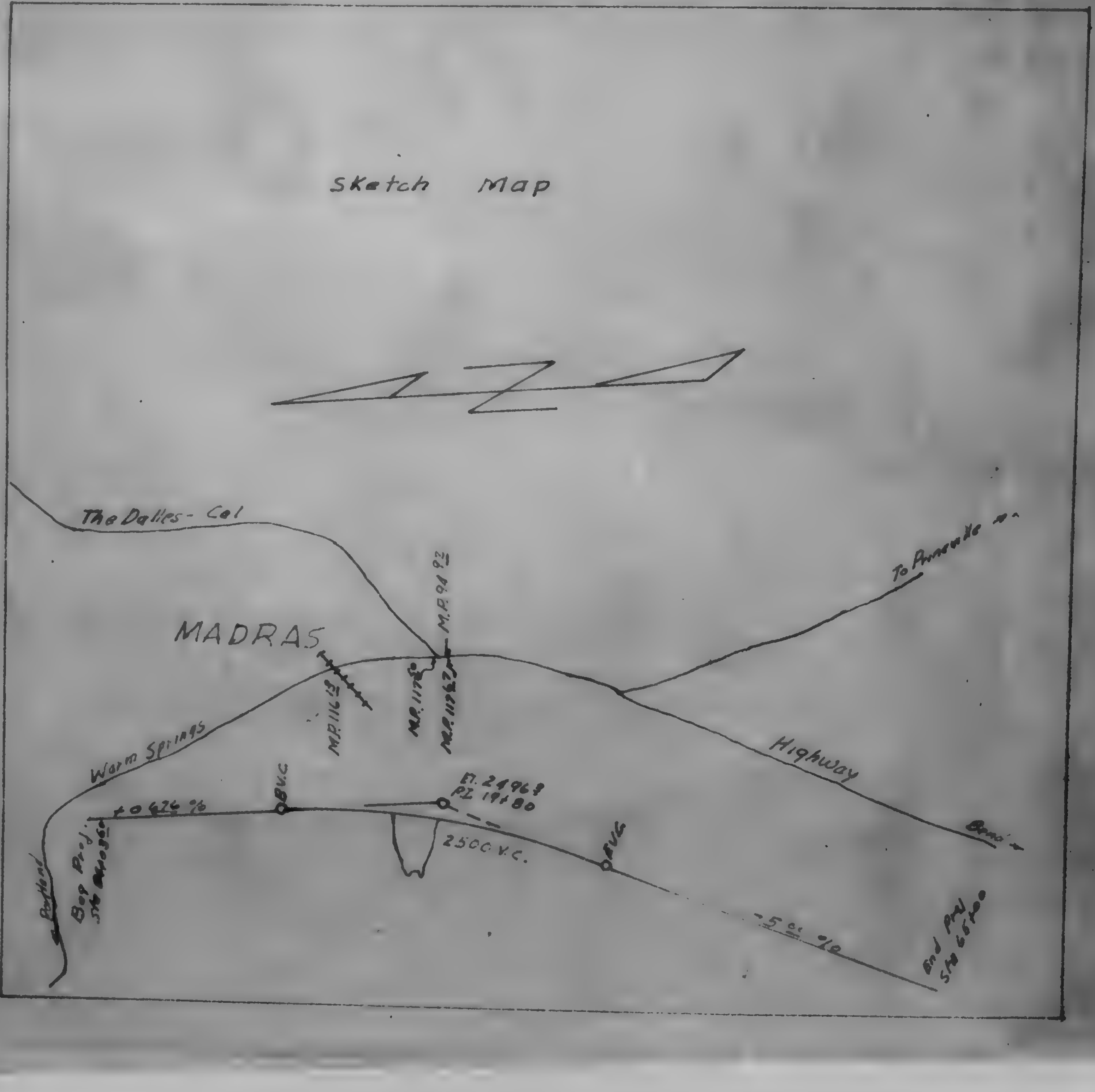
STATE OF OREGON, by and through its
State Highway Commission

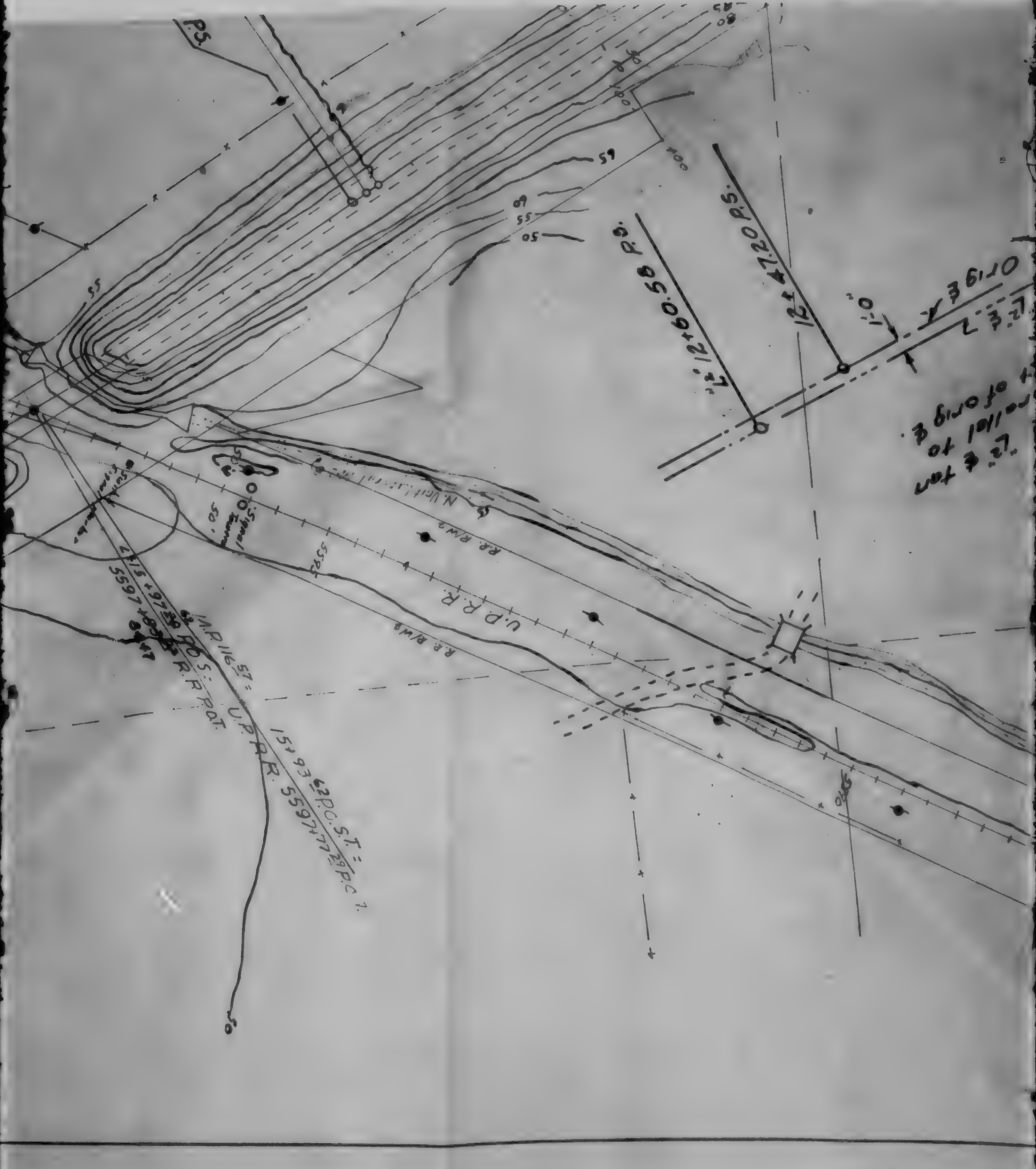
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

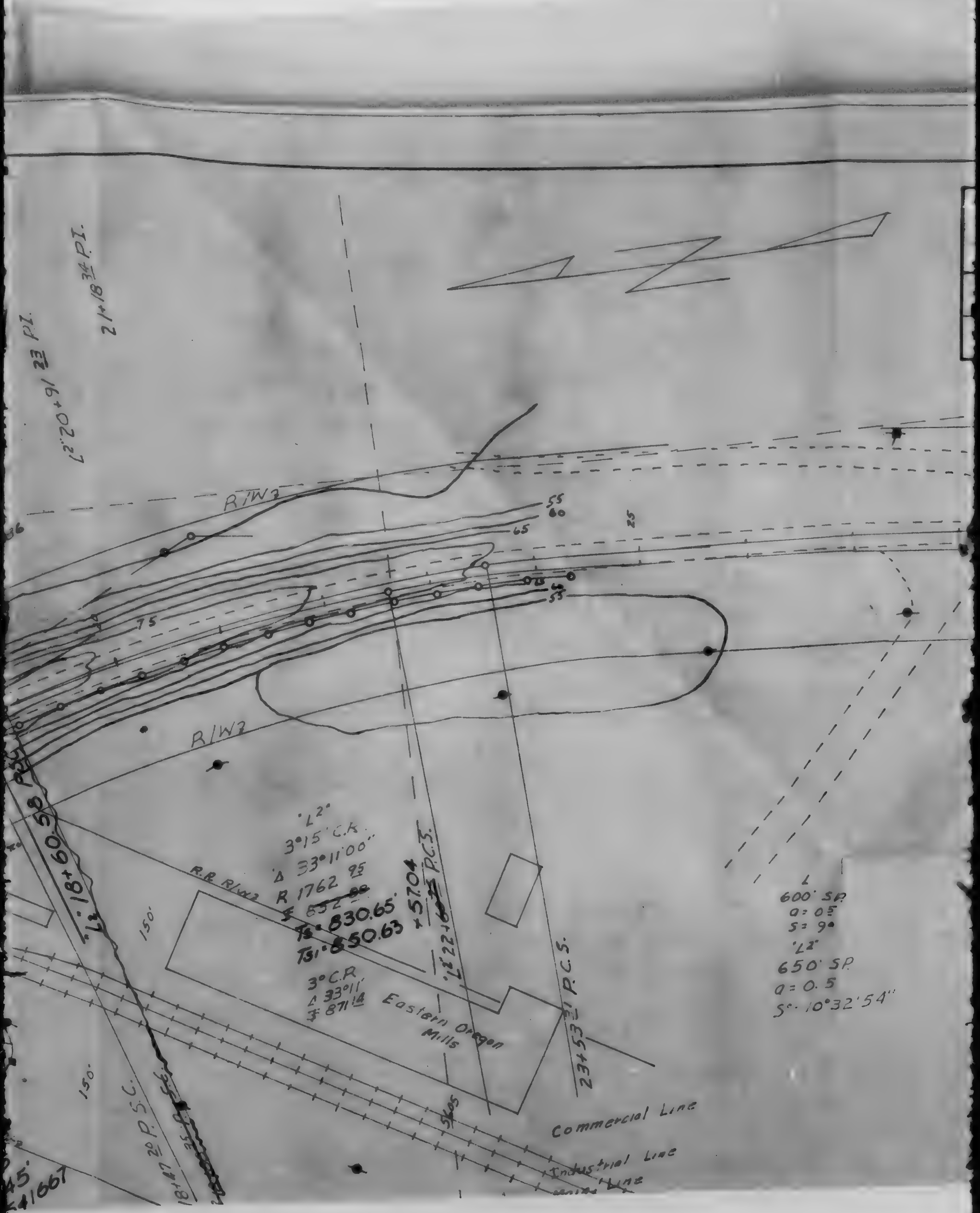
By______________________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

2030 C.L.
Δ 96°0'
55+10 P.C.
5585

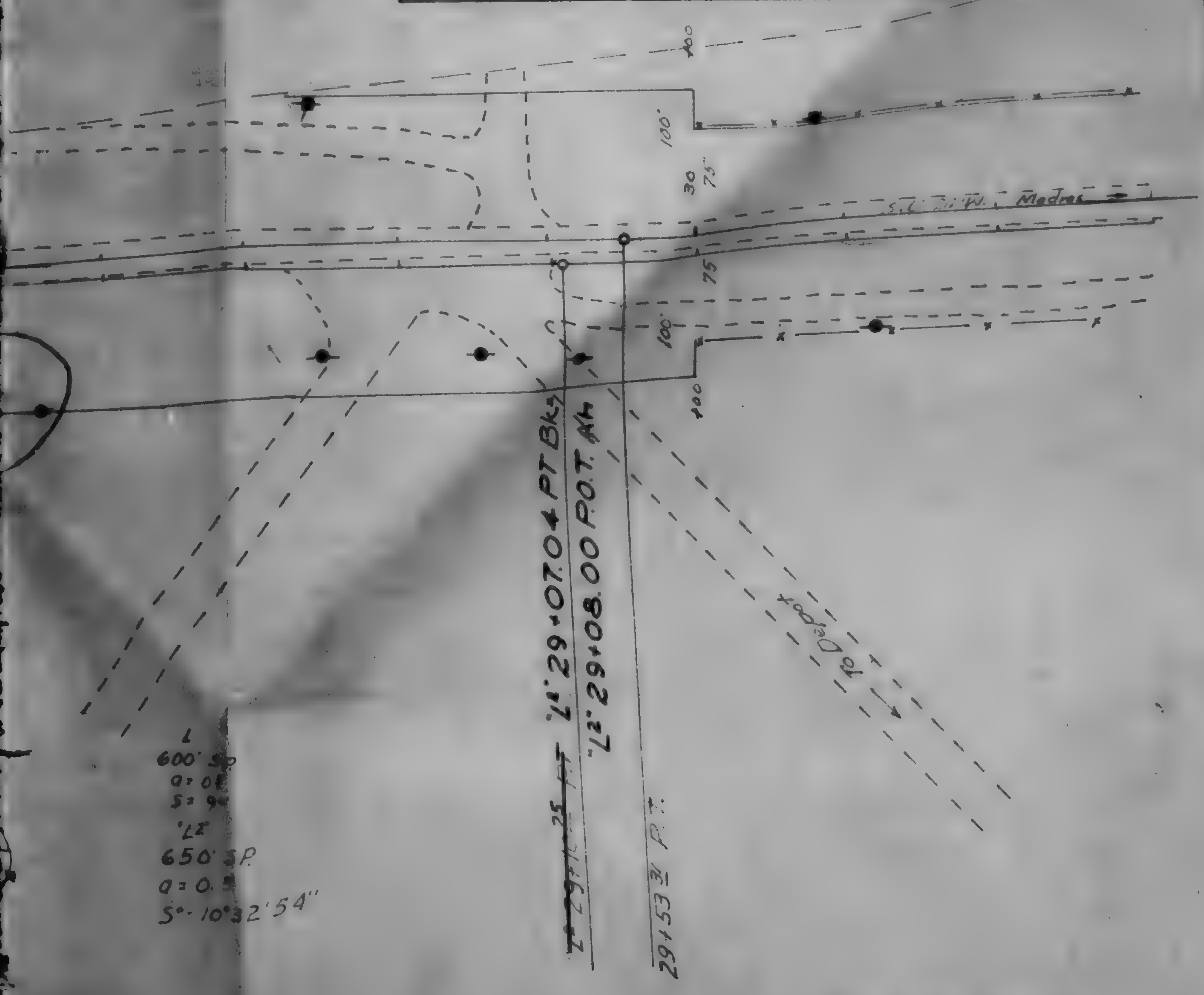
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		


Sketch Map
The Dalles - Cal
To Prineville
MADRAS
M.P. 94 93
M.P. 116 13
M.P. 117
M.P. 116 67
Warm Springs
Highway
Bend
El. 2496.8
P.I. 19+80
B.V.C.
E.V.C.
2500 V.C.
+0.626 %
-5.0 %
Portland
Beg Proj. Sta 0+00
End Proj. Sta 65+00


P.S.
55
65
60
55
50
100
Lt. 12+60.58 P.S.
Rt. 12+47.20 P.S.
Orig ℄
1'-0"
Lt ℄ 27
Lt ℄ for
parallel to
of orig ℄
Signal
55
50
N. Unit
R.R. R/W
U.P.R.R.
R.R. R/W
27+15.97.29 P.O.S. = 5597+83.47 R.R. Pat.
M.P. 116.57 = U.P.R.R.
15+93.62 P.C. S.T. = 5597+77.29 P.C. T.
55 P.S.

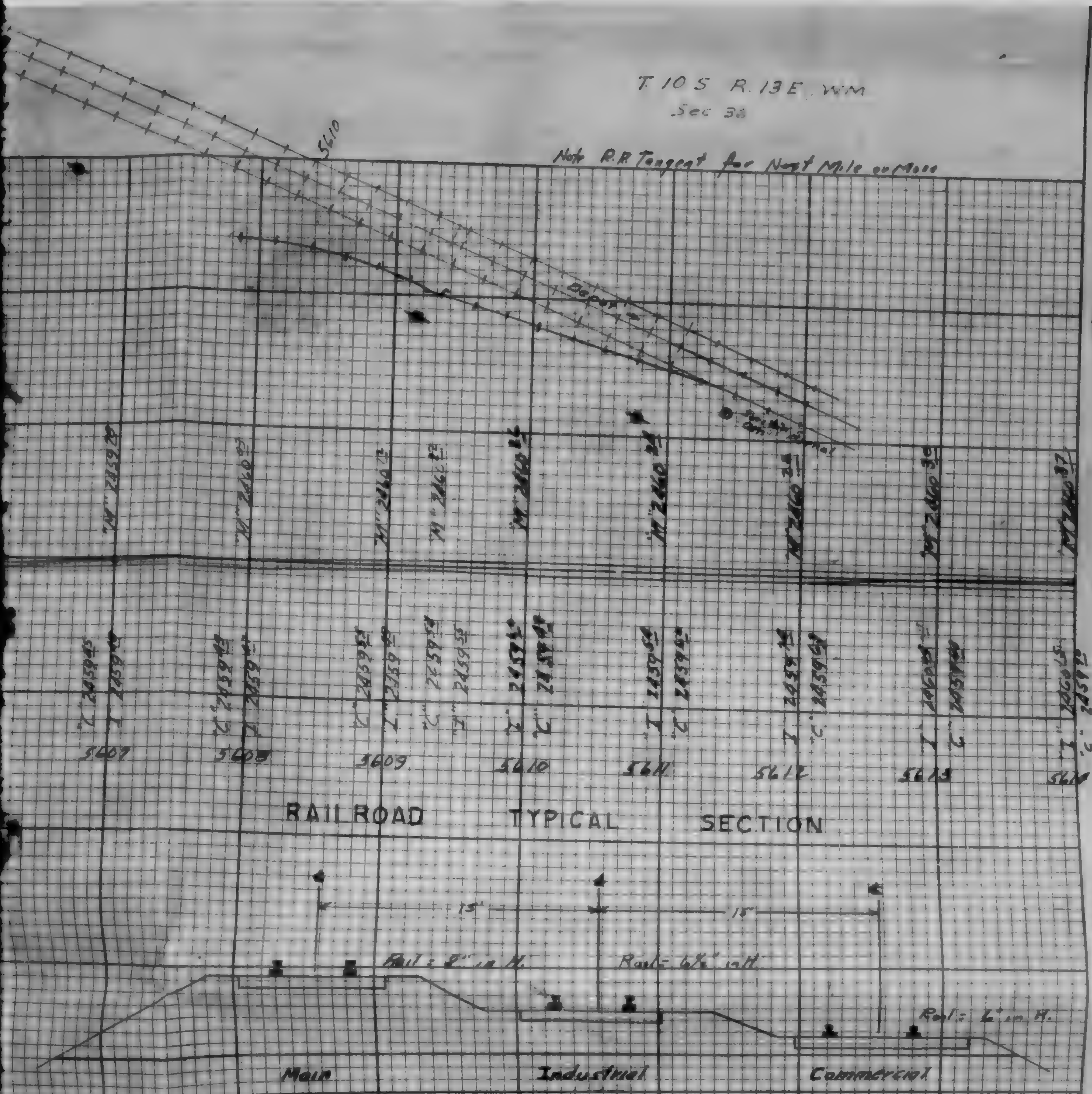

21+18 34 P.I.
L2 20+91 23 P.I.
R/W2
R/W2
55
60
65
75
25
55
60
"L2"
3°15' C.R.
Δ 33°11'00"
R 1762 95
T ~~852 88~~
Ts 830.65'
Ts1 850.63
+57.04
"L2" 22+~~[illegible]~~ P.C.S.
23+53 21 P.C.S.
L2 18+60.58 P.S.C.
R.R. R/W2
150'
150'
150'
3° C.R.
Δ 33°11'
T 871 14
Eastern Oregon Mills
Commercial Line
Industrial Line
Main Line
18+47 20 P.S.C.
"L"
600' SP.
a = 0.5
S = 9°
"L2"
650' SP.
a = 0.5
S = 10°32'54"
+1667
45'

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



100'
30
75'
75
100'
100
S.C. ... W. Madras
L' 29+07.04 PT Bk
"L2" 29+08.00 P.O.T. Ah
L' 29+... 25 P.T.
29+53.31 P.T.
To Depot
L
600' SP
0 = 0...
S = 9...
'L2'
650' SP
0 = 0.5
S = 10°32'54"
Line

Map Scale 1" = 100'


T. 10 S. R. 13 E. W.M.
Sec 36
Note: R.R. Tangent for Next Mile or More
5610
Depot
5607
5608
5609
5610
5611
5612
5613
5614
RAILROAD TYPICAL SECTION
15'
15'
Rail = 8" in H.
Rail = 6½" in H.
Rail = 4" in H.
Main
Industrial
Commercial

STATE OREGON HIGHWAY DEPARTMENT

VICINITY MAP & PROFILE

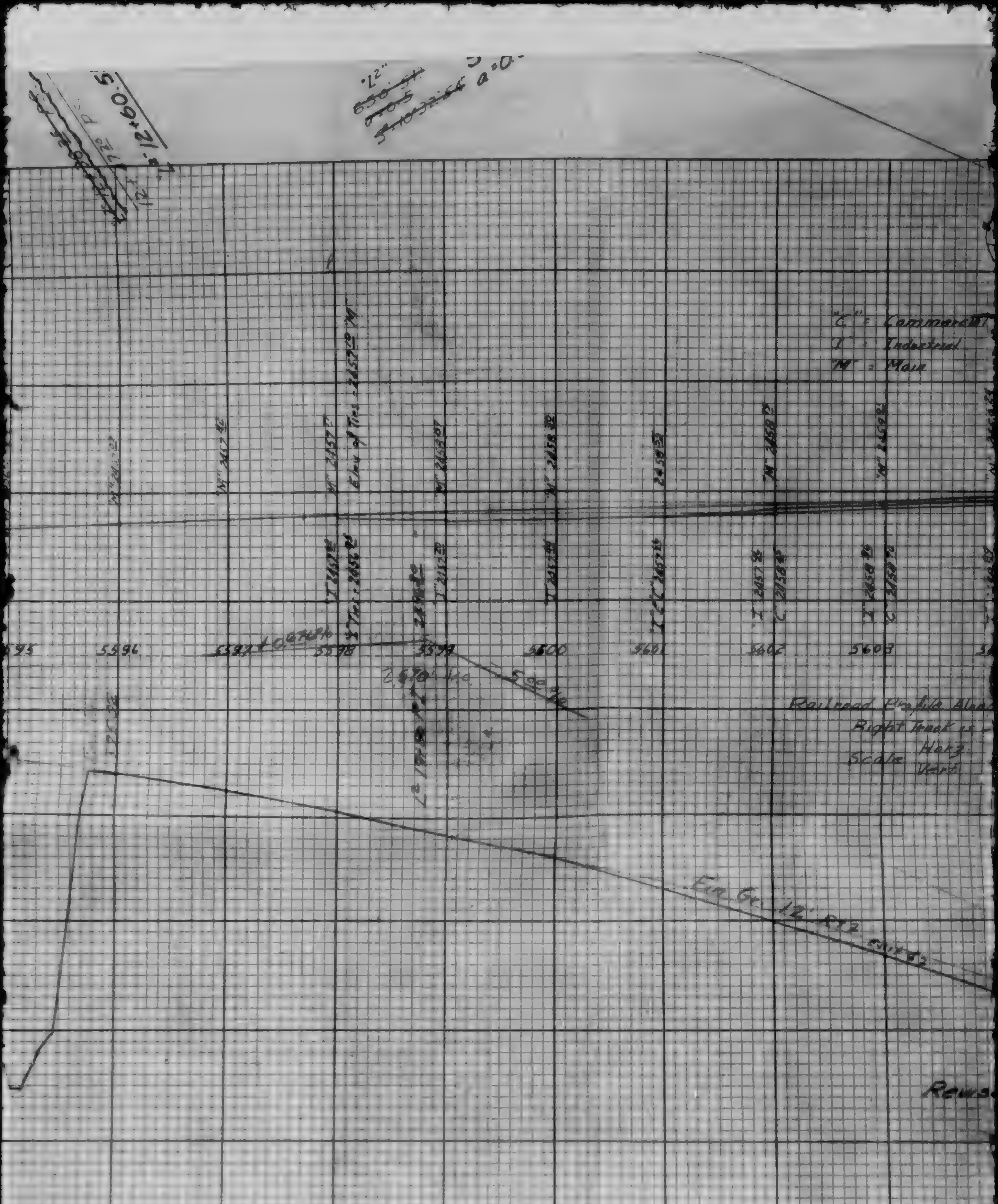
HIGHWAY OVERCROSSING OF RAILROAD

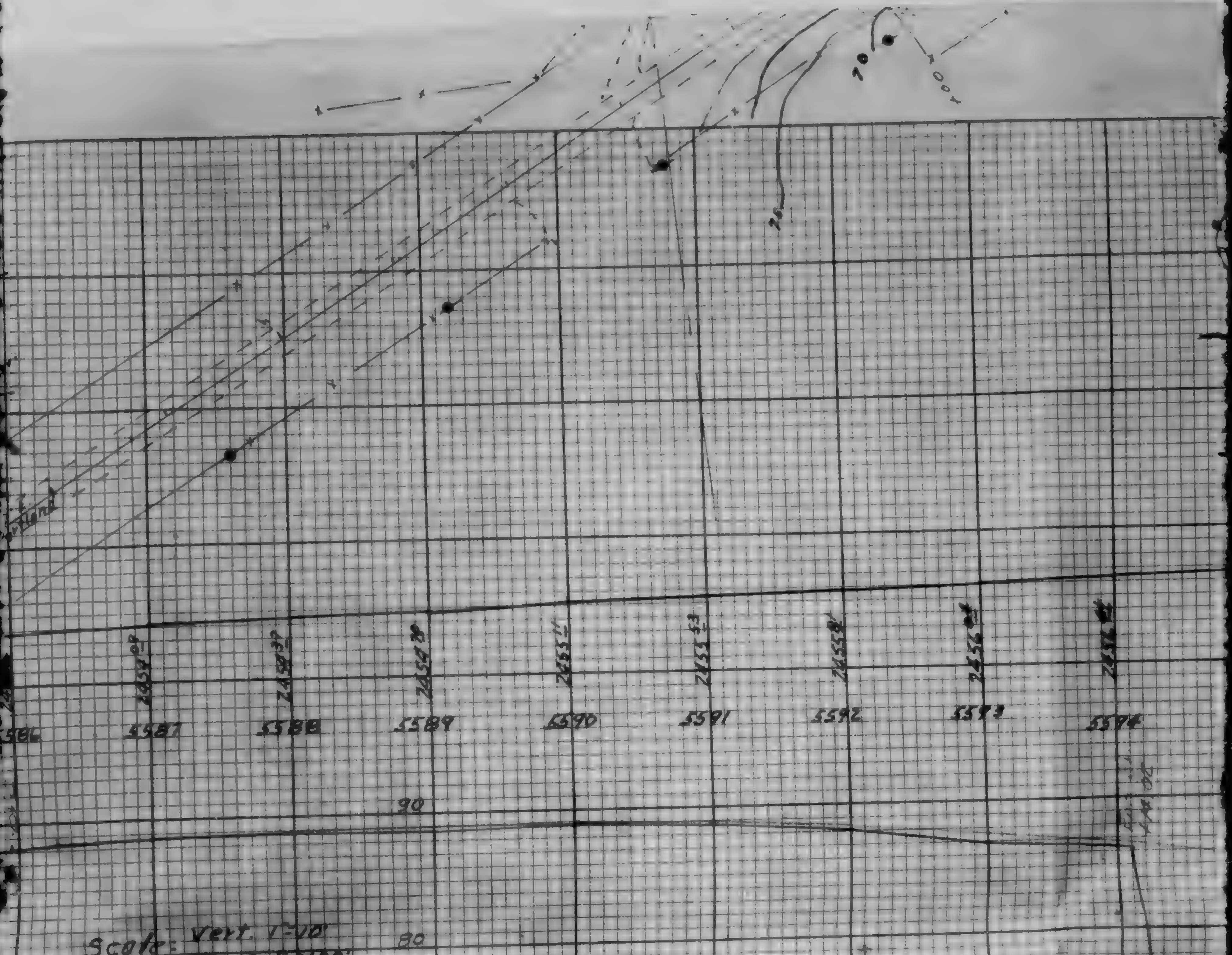
AGENCY PLAINS - MADRAS SECTION
WARM SPRINGS HIGHWAY
NEAR MADRAS - JEFFERSON COUNTY

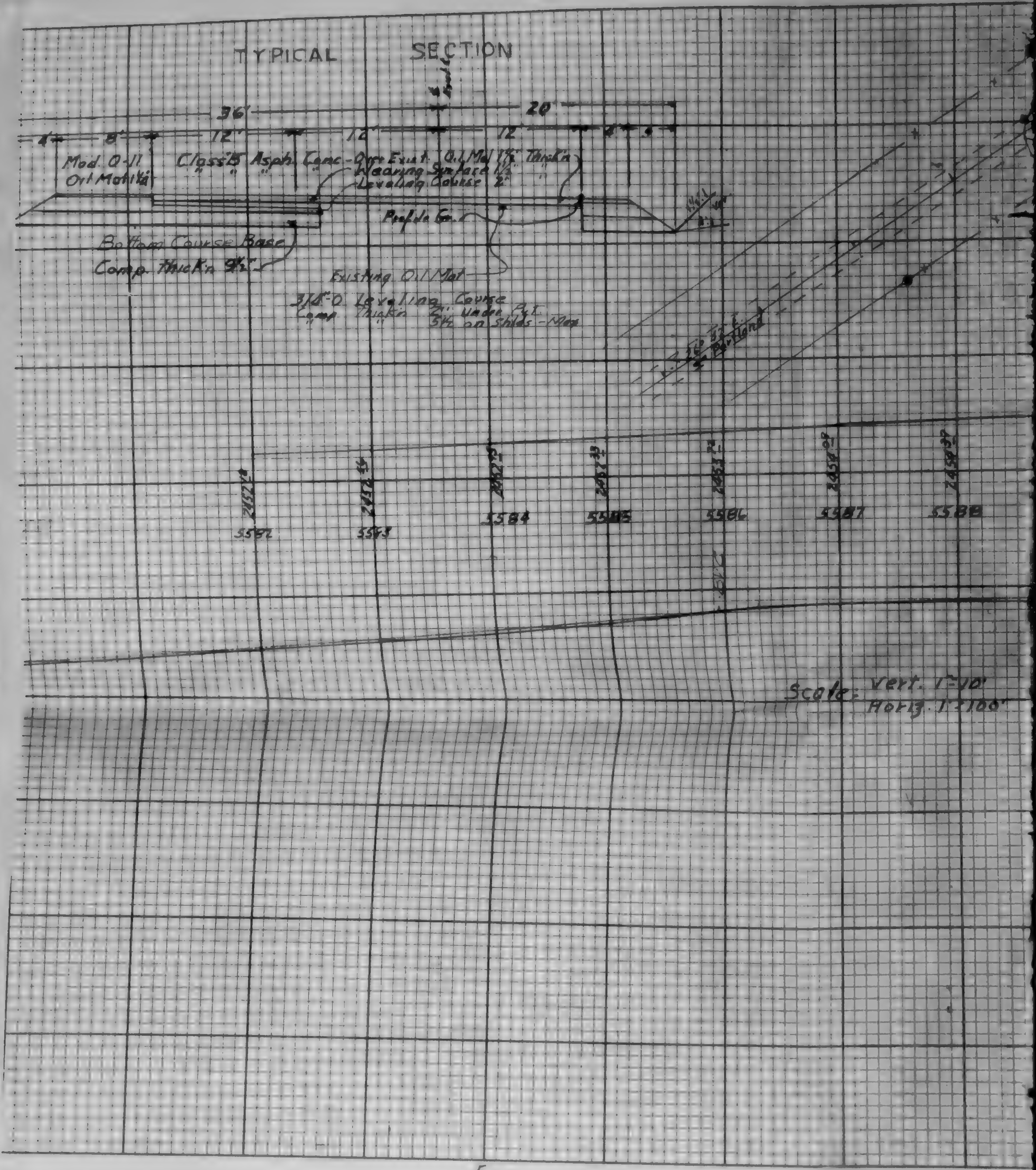
SURVEY BY A.A. FOSSEN RES. ENGR. APRIL 1960

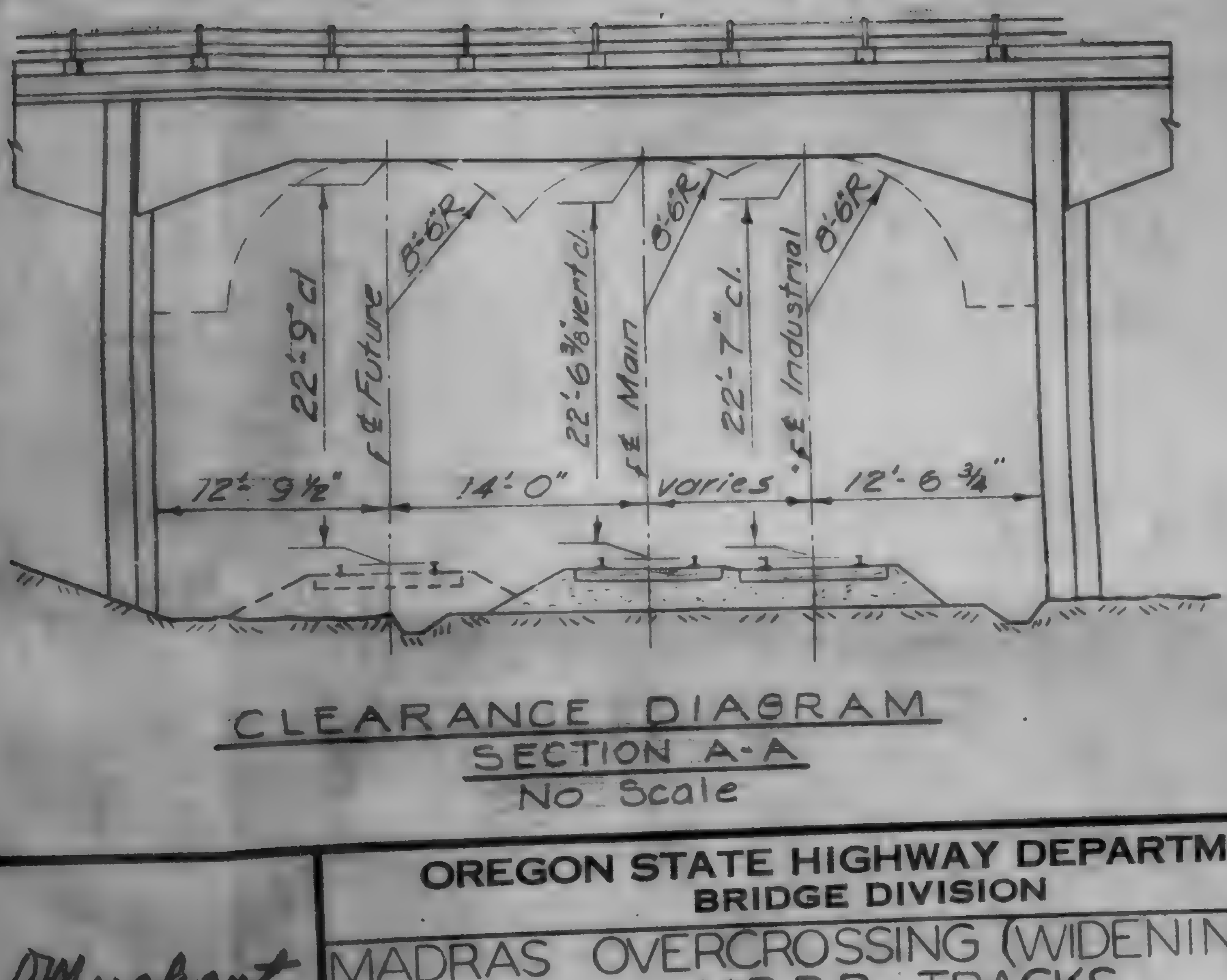
BRIDGE NO. 2269A DRAWING NO. 15982

P.O.C.


"C" = Commercial
"I" = Industrial
"M" = Main
Elev. of Ties
5595
5596
5597
5598
5599
5600
5601
5602
5603
Railroad Profile Along
Right Track is
Scale
Horz.
Vert.
Ex. Gr.


70
100
75
rtland
2458.08
2458.37
2456.78
2455.11
2455.53
2455.81
2456.04
5586
5587
5588
5589
5590
5591
5592
5593
5594
90
80
70
60
50
40
Scale: Vert. 1"=10'
Horiz. 1"=100'
10
15


TYPICAL SECTION
36'
20'
4'
8'
12'
12'
12'
4'
5'
Mod. O-11
Oil Mat 1½"
Class B Asph. Conc.-Over Exist. Oil Mat 1½" Thick'n
Wearing Surface 1½"
Leveling Course 2"
Profile Gr.
Bottom Course Base
Comp. Thick'n 9½"
Existing Oil Mat
3/8"-0 Leveling Course
Comp. Thick'n 2" Under Pvt.
5½" on Shlds.-Max
Portland
5582
5583
5584
5585
5586
5587
5588
Scale: Vert. 1"=10'
Horiz. 1"=100'


8'-6"R
8'-6"R
8'-6"R
22'-9" cl
℄ Future
22'-6 3/8" vert cl.
℄ Main
22'-7" cl.
℄ Industrial
12'-9 1/2"
14'-0"
varies
12'-6 3/4"

CLEARANCE DIAGRAM
SECTION A-A
No Scale

ROVED:

van D Merchant
DGE ENGINEER

'T. STATE HIGHWAY ENGINEER

ATE HIGHWAY ENGINEER

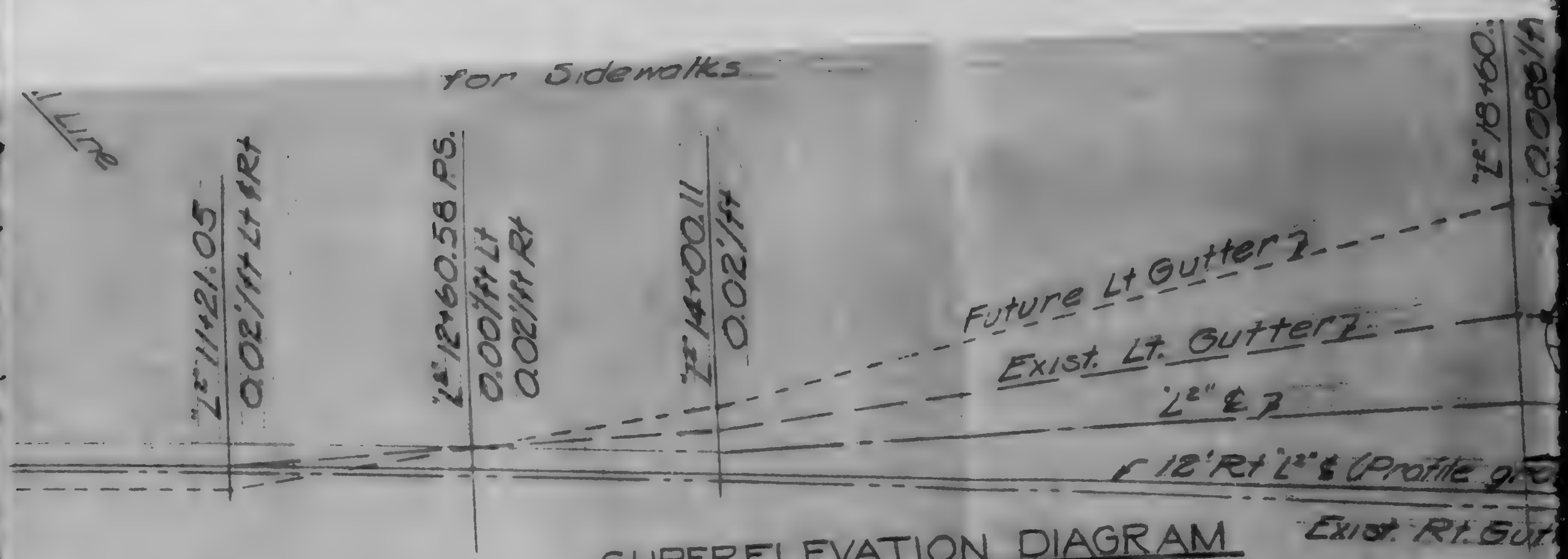
SIGNED
RAWN DOC
CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

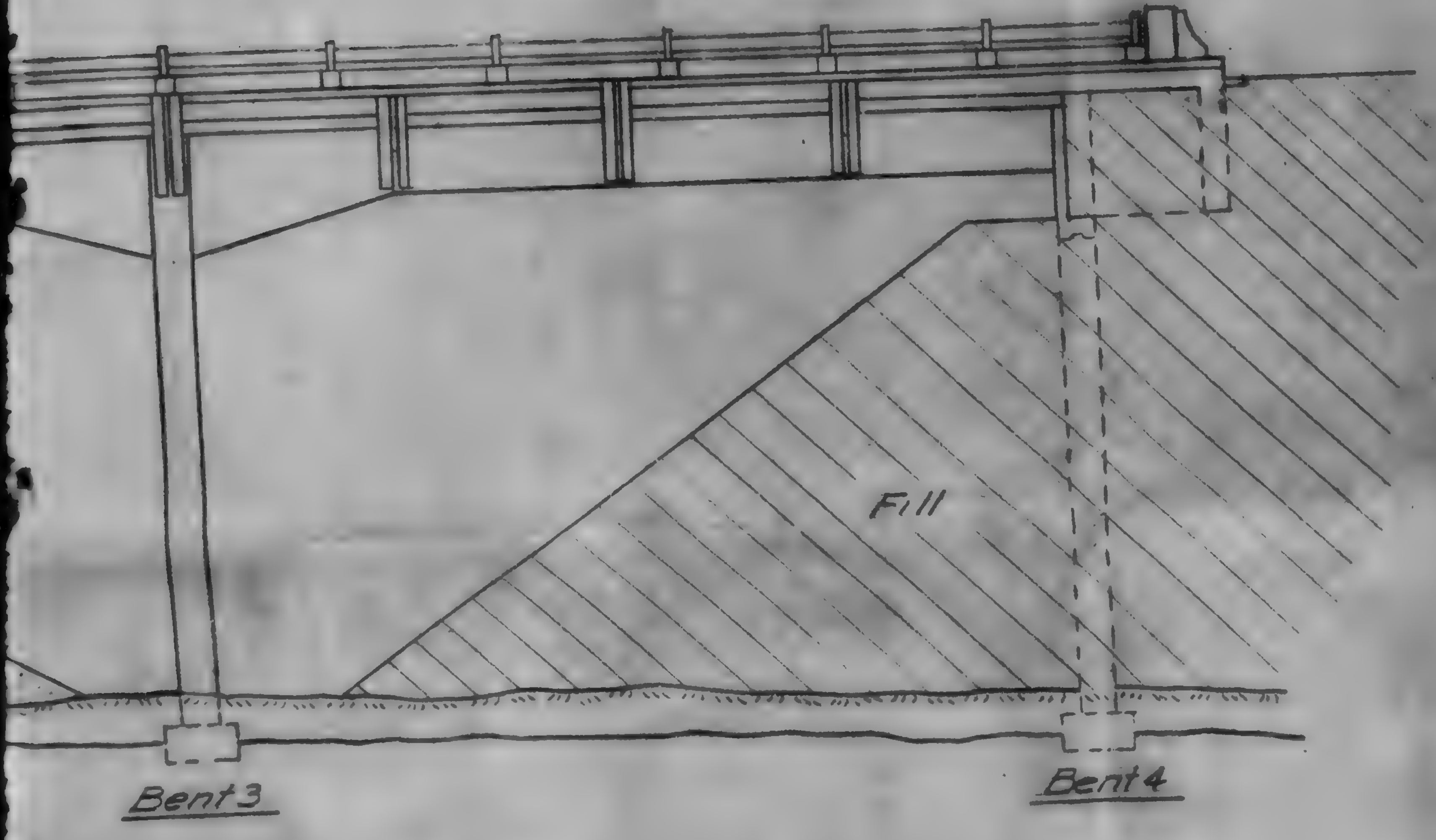
MADRAS OVERCROSSING (WIDENING) OF
U.P. R.R. TRACKS
U.P. O-XING - MADRAS SECTION
WARM SPRINGS HWY
JEFFERSON COUNTY

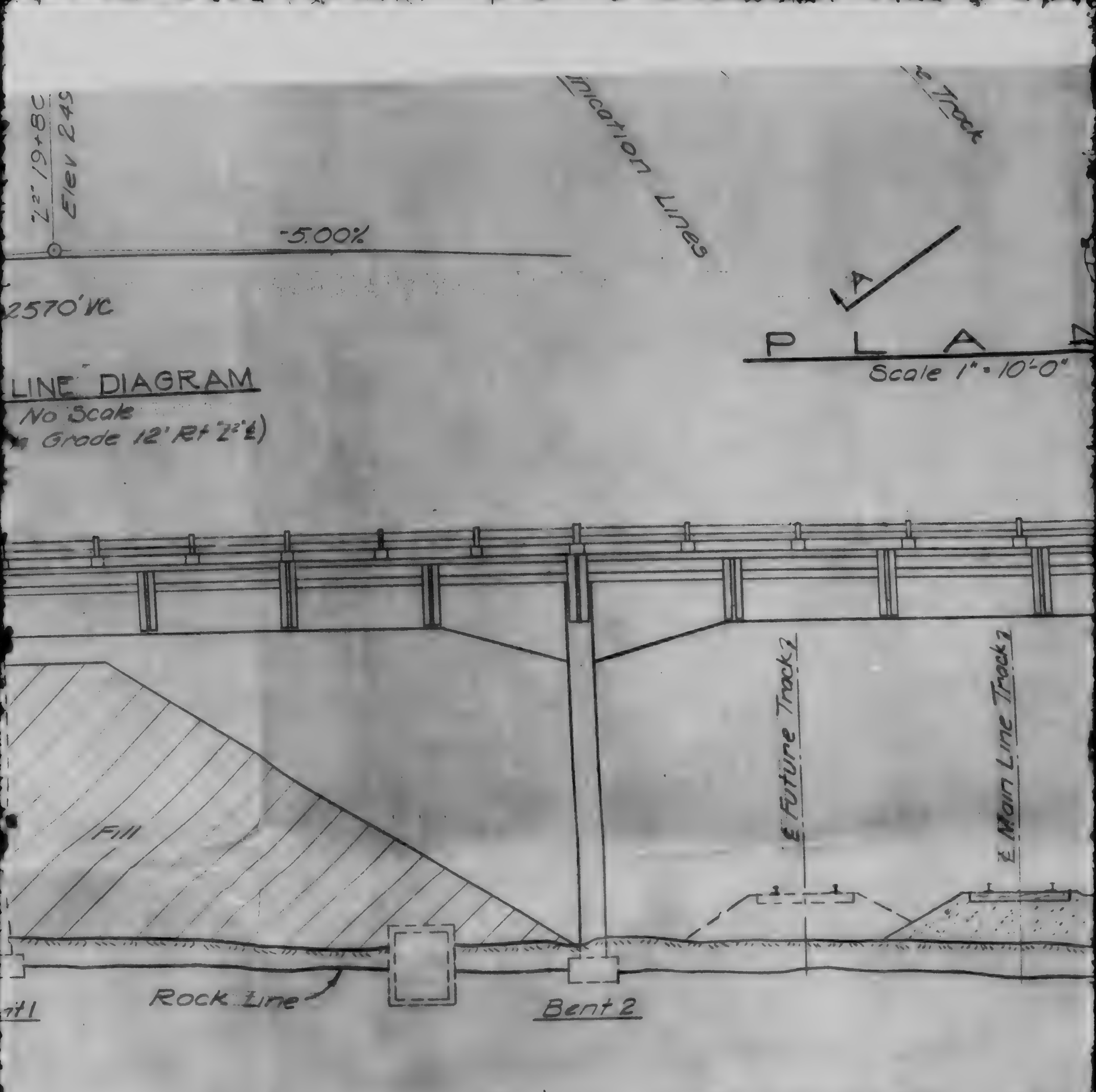
PLAN & ELEVATION

DATE JULY 7, 1960 BRIDGE NO. 2269A
SHEET 1 OF 1
ACCOMPANIED BY DWGS.
DRAWING NO. 2269A-A

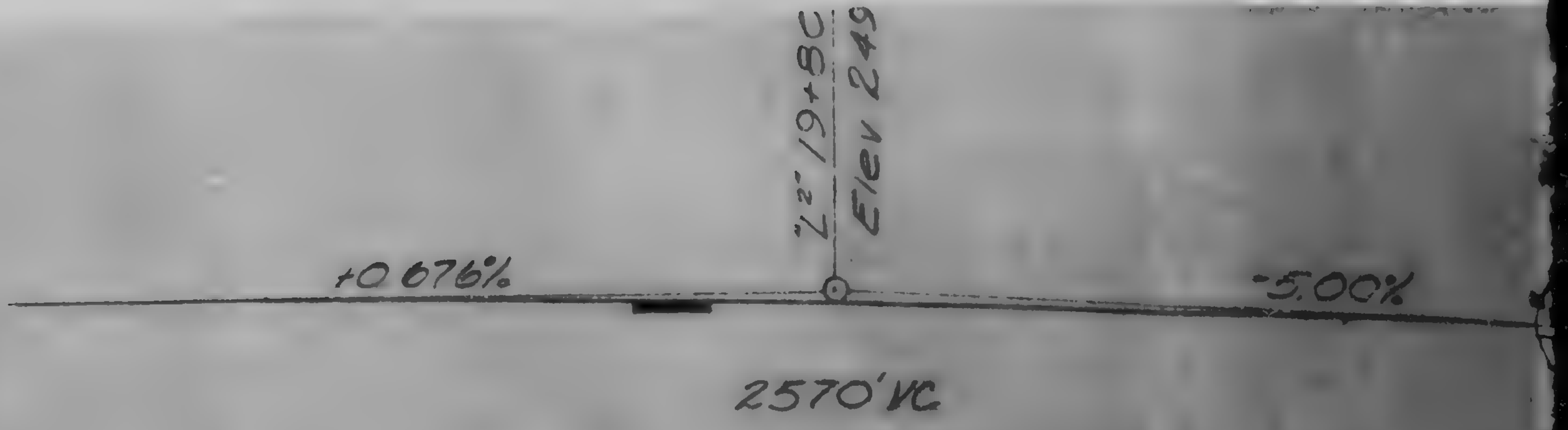

for Sidewalks
Line
"L²" 11+21.05
0.02'/ft Lt & Rt
"L²" 12+60.58 P.S.
0.00'/ft Lt
0.02'/ft Rt
"L²" 14+00.11
0.02'/ft
"L²" 18+60.
0.086'/ft
Future Lt Gutter
Exist. Lt. Gutter
"L²" ℄
12' Rt "L²" ℄ (Profile g
Exist. Rt. Gutt

SUPERELEVATION DIAGRAM
No Scale


Fill
Bent 3
Bent 4



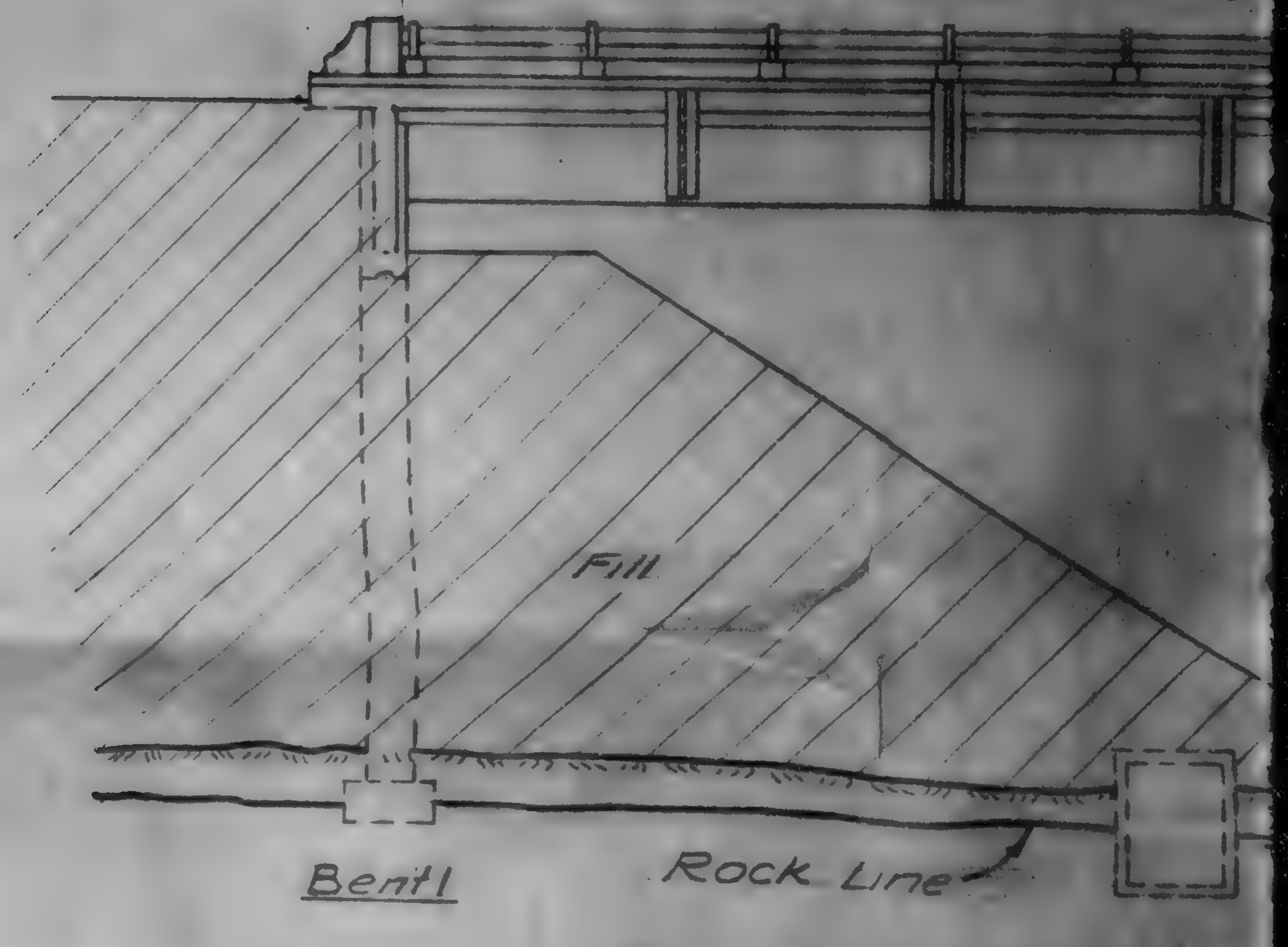
℄ 19+80
Elev 249
-5.00%
2570' VC
LINE DIAGRAM
No Scale
Grade 12' Rt ℄ ℄)
nication Lines
e Track
A
P L A
Scale 1" = 10'-0"
℄ Future Track
℄ Main Line Track
Fill
Rock Line
nt 1
Bent 2
E L E V A T I
Scale 1" = 10'-0"



℄ 19+80
Elev 249
+0.676%
-5.00%
2570' VC

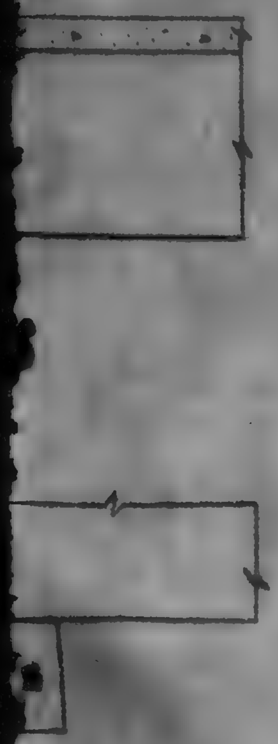
GRADE LINE DIAGRAM

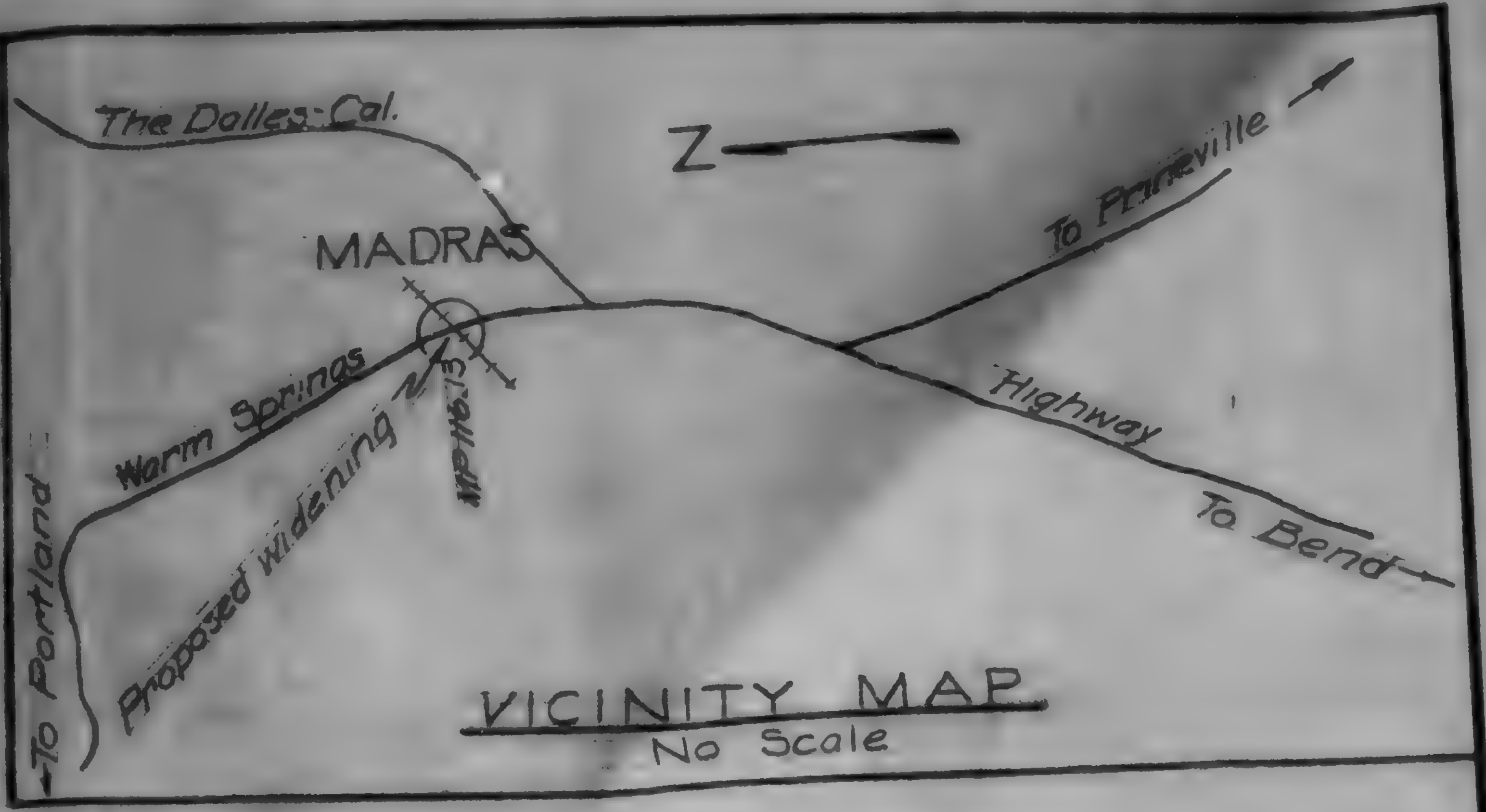
No Scale
(Finish Grade 12' Rt ℄)



Fill
Bent 1
Rock Line

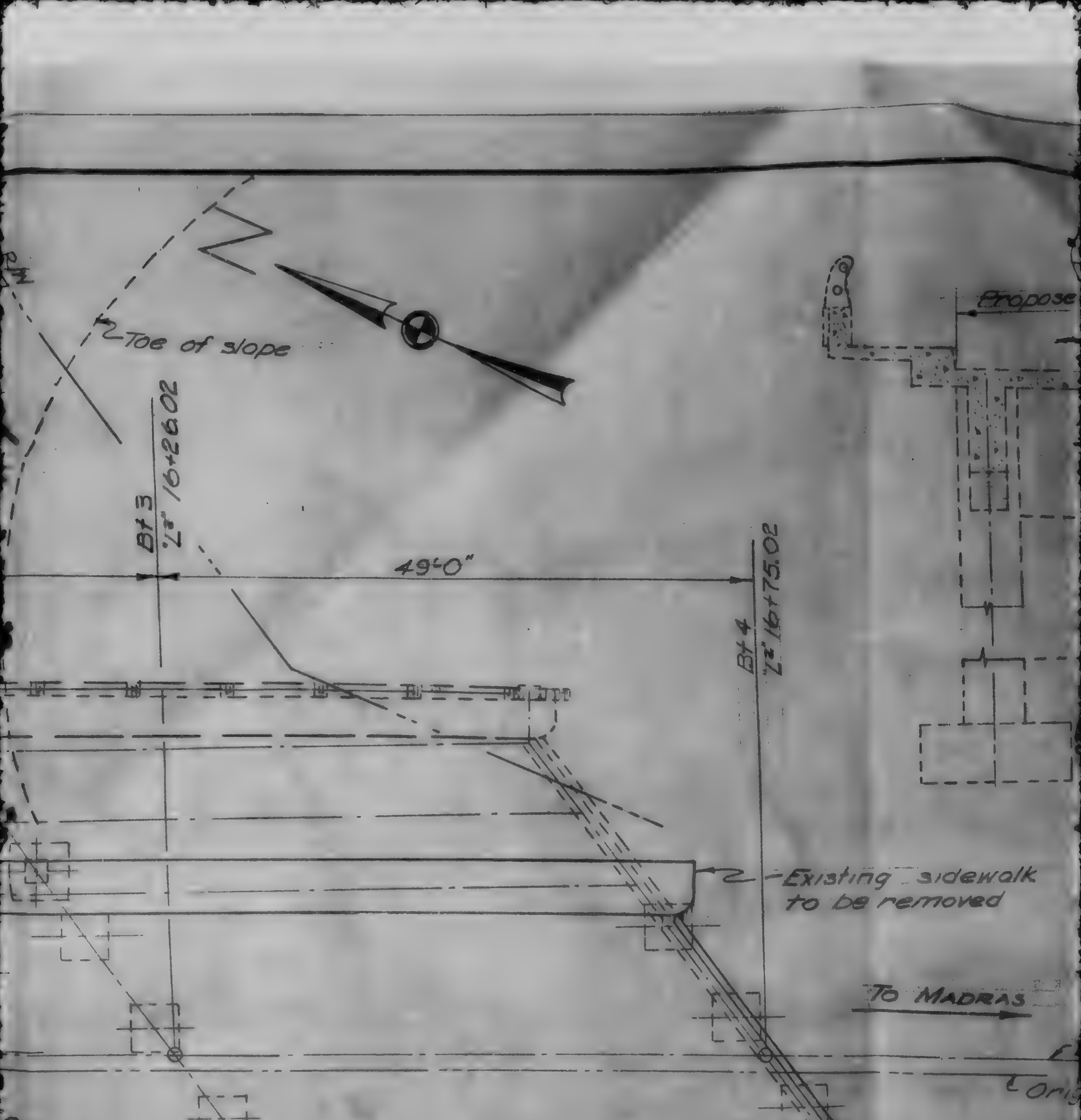
e existing
. to here on
e and replace
d. Steel H.R.
t side of
re remove
portion.
'-0"

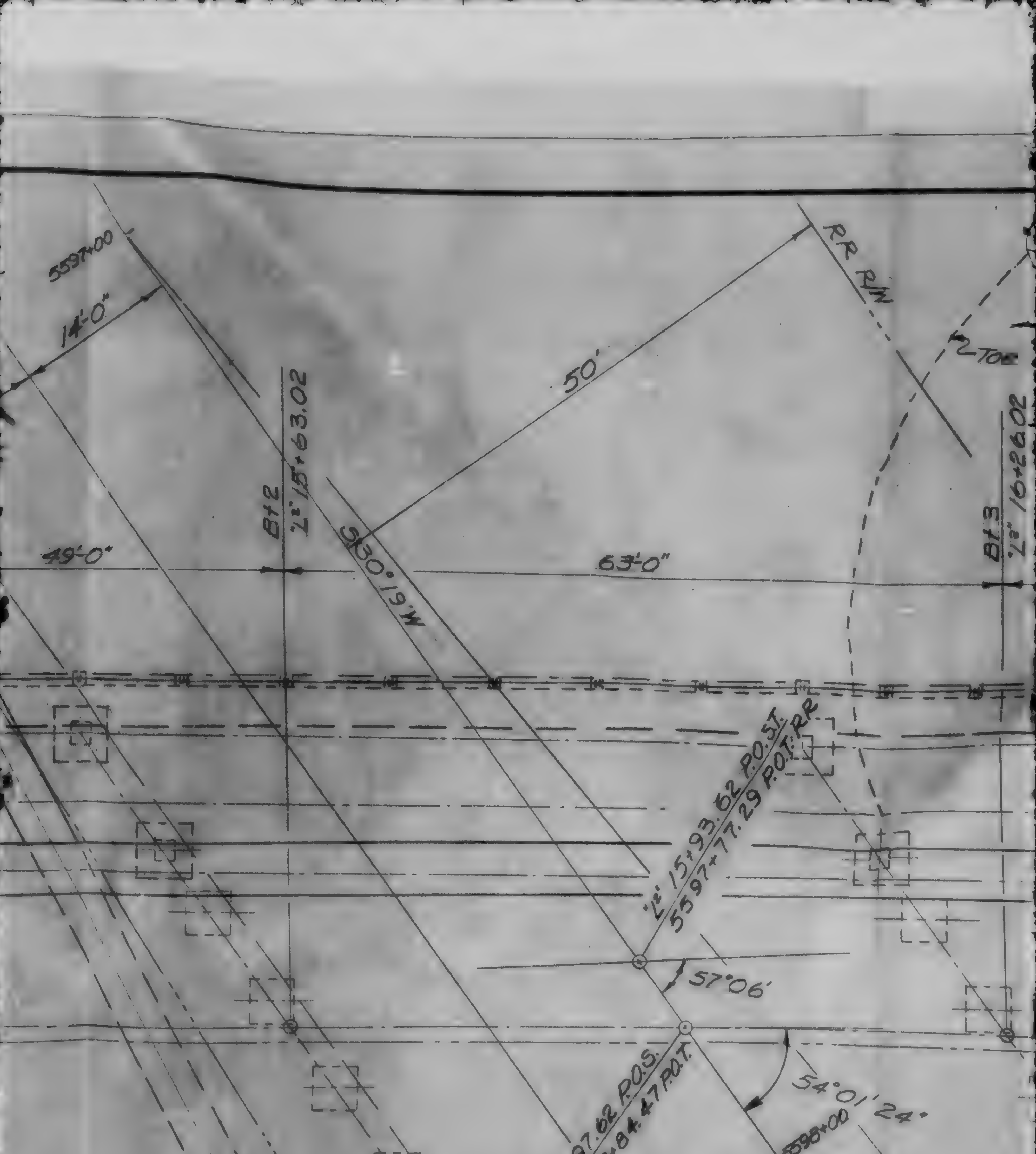


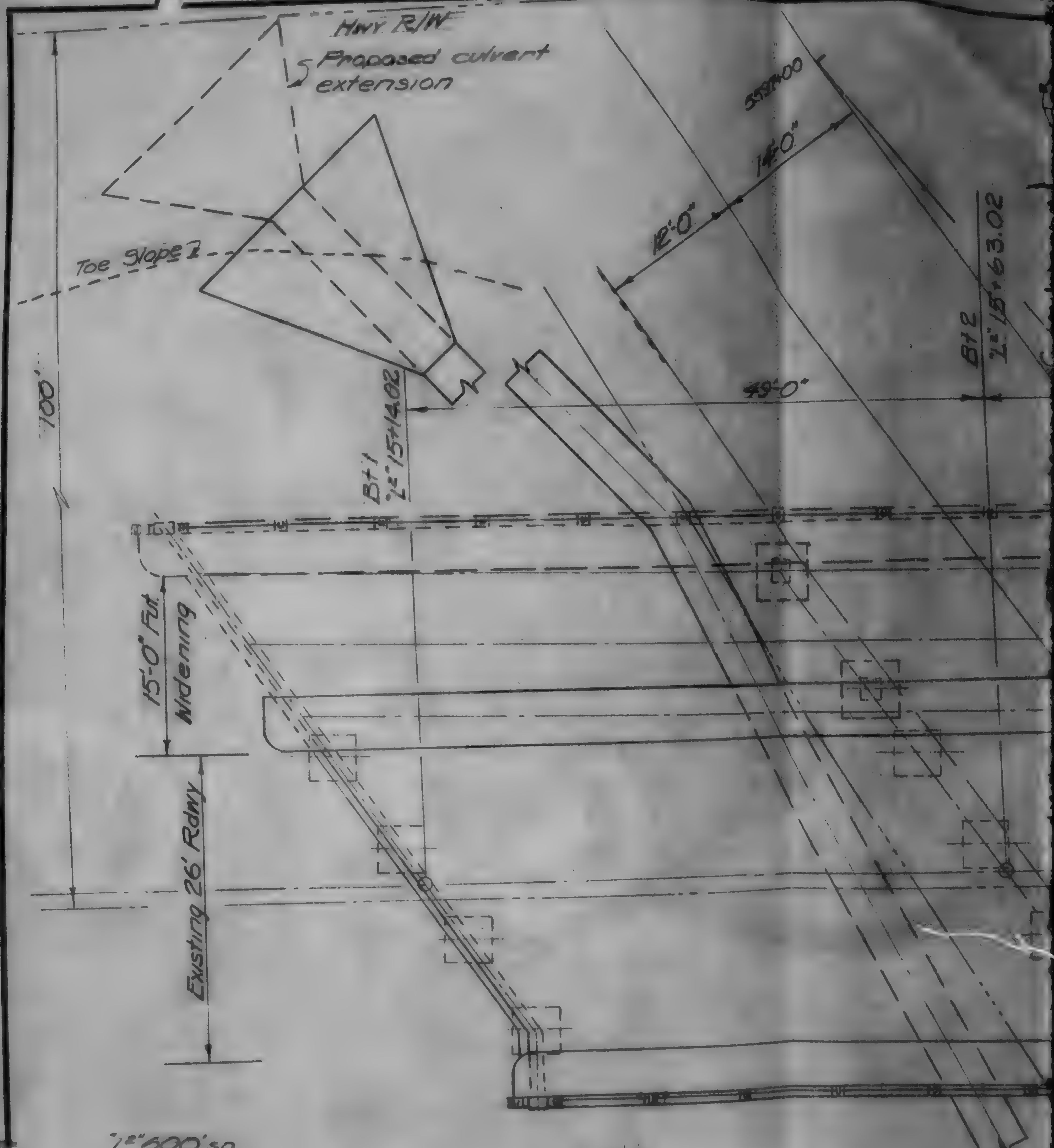

The Dalles-Cal.
Z
MADRAS
To Prineville
Highway
To Bend
Warm Springs
Proposed widening
M.P. 116.13
To Portland

VICINITY MAP

No Scale


R/W
Toe of slope
N
Bt 3
℄ 16+26.02
49'-0"
Bt 4
℄ 16+75.02
Propose
Existing sidewalk to be removed
TO MADRAS
℄ Orig
01'24"
A
Main Line
Industrial
Remove existing handrail and replace with Std. Pipe Parapet Handrail


5597+00
14'-0"
RR R/W
50'
2-Toe
Bt2
"L2" 15+63.02
Bt3
"L2" 16+26.02
49'-0"
63'-0"
S30°19'W
"L2" 15+93.62 P.O.S.T.
5597+77.29 P.O.T. RR
57°06'
54°01'24"
5598+00
"L2" 15+97.62 P.O.S.
RR 5597+84.47 P.O.T.
℄ Comm
℄ Futu
Main Line
Indus


Hwy R/W
Proposed culvert extension
Toe Slope 2
100'
559+00
14'-0"
12'-0"
Bt 2
℄ 15+63.02
49'-0"
Bt 1
℄ 15+14.02
15'-0" Fut. Widening
Existing 26' Rdwy
℄ 600' sp
S=9°45'
a=0.541667
PI
3.30

13-1093 U.S.R.S. Canal Br., U.S.R.S. 1961
Canal Sec., Klamath Falls-Malin
#5294 Hwy., easterly of Malin

RECEIVED

FOR FILING

5994

April 27, 1962

Glens Falls Insurance Company
225 Southwest Fourth Avenue
Portland 5, Oregon

Gentlemen:

A letter dated April 23 has been received from Valley Rental Service, 1003 East Main Street, Klamath Falls, advising that Pacific Concrete Company owes them $178.12. From the description in their letter, this appears to be in connection with the Pacific Concrete Company, contract 5994, USBR Canal Bridge Section on the Klamath Falls-Malin Highway in Klamath County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: James E. Schram & Company
609 Mead Building
Portland 4, Oregon

Pacific Concrete Company
P. O. Box 7648
10401 Northeast Marx Street
Portland 20, Oregon

Mr. Glenn L. Jackson

Mr. David B. Simpson

Mr. Forrest Cooper

NOTED ON CARD
dc

April 27, 1962

Valley Rental Service
1003 East Main Street
Klamath Falls, Oregon

Gentlemen:

This is in reply to your letter of April 23 stating that you have an account on your books with Pacific Concrete Company in the amount of $178.12. Your letter stated that this is in connection with the Malin Bridge Job.

This appears to be in reference to the Pacific Concrete Company, contract 5994, USRS Canal Bridge Section on the Klamath Falls-Malin Highway in Klamath County. This contract was completed March 27, 1962 and accepted by the Highway Commission on April 13, 1962.

The Glens Falls Insurance Company through James E. Schram & Company, 609 Mead Building, Portland 4, Oregon furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment. If you wish to protect your claim under the bond the claim should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission.

Attached are excerpts from the Oregon law outlining the filing procedure. In the interim, this information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment

NOTED ON CARD
dc

Like rubbing an 'ALADDIN'S' Lamp!

Valley RENTAL SERVICE

1003 East Main Street
Klamath Falls, Oregon
Phone Tu 4-6812

April 23 1962.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs;

This is to advise you that we have an account on our books as follows:

Pacific Concrete Co.,
Box 7448,
Portland, Oregon.
" Feb10 1962------------$178.12"

As I understand this was the Malin Bridge Job, their Job #488.

Yours Truly,

Valley Rental Service.

Cec,
please handle
FG

RECEIVED
APR 25 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 1962
FOR FILING

D Cook

FORM E-30X—20M—11-61—00331

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 30, 1962

5994

To: Mr. D. B. Parkes
Contract Payments

O F F I C E

SUBJECT: U.S.R.S. Canal Bridge
Contract No. 5994

Pacific Concrete Company completed work on the U.S.R.S Canal Bridge (M.P. 25.71) on the Klamath Falls - Malin Highway in Klamath County, Contract No. 5994, on March 27, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD
A C

NOTED
FLOYD QUERY

RECEIVED
5 1961

FOR FILING

D Cook

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

10-[illegible]92

5994

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1961

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. Cottage
Salem, Oregon

Dear Mr. Polk:

Re: U.S.R.S Canal Bridge
Klamath County
Contract No. 5994

Pacific Concrete Company began work on the U.S.R.S Canal Bridge (at M.P. 25.71) on the Klamath Falls - Malin Highway in Klamath County, Contract No. 5994, on November 24, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
FLOYD QUERY

RECEIVED
NOV 17 1961
FOR FILING

5994

COMMISSIONERS
M. [illegible]ER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
[redacted]
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST [redacted]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 17, 1961

Pacific Concrete Co.,
P. O. Box 7648
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5994, awarded October 20, 1961, for construction of the U.S.R.S. Canal Bridge at MP 25.71 on the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

I-5-4(40) Oak Grove Rest Area, Pacific 1961
206 Hwy., N. of Eugene
#5995

RECEIVED
OCT 7 1963

FOR FILING

I-5-4(40)206

5795

October 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of final for the Oak Grove Rest Area, Project No. I-5-4(40)206, in the amount of $3,947.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cr

RECEIVED
AUG 19 1963
FOR FILING

J-5-4(11)-2-6

549-

Salem, Oregon
August 14, 1963

Mr. F. D. Morgan

Construction Engineer

Submitted herewith are two copies of the Summary of Rest Area Use and Related Data covering the July, 1963, Oak Grove Rest Area Survey which was conducted in response to your telephone request of May 14.

Also enclosed are two copies of revised 1975 rest area use projections for the Santiam and Oak Grove Rest Areas, based on the 1963 and prior rest area use surveys where applicable, requested August 7 by Mr. Astrup.

Tom Edwards
Assistant State Highway Engineer

FBC:njc jw

Enc.

cc Forrest Cooper
R. L. Porter
Lloyd Shaw
F. B. Crandall

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1963

Oak Grove Rest Area Use Survey
Pacific Hwy. No. 1, M.P. 95.30
July, 1962

SUMMARY OF REST AREA [illegible]S AND RELATED DATA

	Northbound	Southbound	Total
Highway 1 Average Daily Traffic	5,350	5,350	10,700
Average Daily Number of Vehicles Entering Rest Area	355	469	824
Percent of Traffic Entering Rest Area	6.6	8.8	7.7
Average Number of Vehicles Accumulated in Parking Area During Peak Hours of Use 1/			
11 A.M. - 12 Noon	13	14	27
12 Noon - 1 P.M.	18	19	37
1 P.M. - 2 P.M.	16	16	32
Peak Moment 2/	23	25	48
Average Percent of Daily Traffic Entering Rest Area Accumulated at Peak Moment	6.2	5.3	5.8
Average Number of Tables Occupied During Peak Hour of Table Use (1 P.M. - 2 P.M.)	3.6	5.6	9.2

1/ Averages based on counts of vehicles accumulated in rest area at ten minute intervals, 10 A.M. - 2 P.M., July 5 - 14, and 16.

2/ The peak moment is the interval of the day during which the number of vehicles accumulated in the rest area is a maximum as shown by the vehicle accumulation counts.

SUMMARY OF REST AREA USE AND RELATED DATA
(continued)

Vehicle Type	Av. Percent of Parking Space in Demand[1/] Northbound Unit	Southbound Unit
Single Light Vehicles		
11 A.M. - 12 Noon	34	41
12 Noon - 1 P.M.	48	56
1 P.M. - 2 P.M.	45	47
Peak	69	76
Trucks and Other Vehicle Combs.		
11 A.M. - 12 Noon	71	67
12 Noon - 1 P.M.	91	88
1 P.M. - 2 P.M.	77	64
Peak	144	148

1/ Existing parking facilities provide angle parking for 25 passenger cars or light trucks and approximately 285 lineal feet of parallel curb parking space for trucks and combinations (space for about six vehicle combinations) in each rest area unit.

RECEIVED
JUN 14 1963
FOR FILING

FORM E-30X—50M—10-62 46823

I 5 4(43)226

5995

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1963

SUBJECT: Rest Area Use Survey
Oak Grove Rest Area

To: R. D. Asburry
Division II Engineer
Office

We have been informed by Frank Morgan, Construction Engineer, that the Bureau of Public Roads has rejected the Highway Department's application for a 1963 parking and restroom improvement project at the Oak Grove Rest Area and that additional current information on the amount of use of this rest area is needed as a basis for a new request for a 1964 rest area improvement project here.

In order to obtain the information needed to justify the proposed improvements, we intend to survey the use of the Oak Grove Rest Area during the month of July, 1963, and need your help in obtaining certain data on the peak hour use of the rest area. Previous surveys have shown that peak hours of use occur during the period from 11:00 A.M. to 2:00 P.M. and that it is necessary to make a count of the number of vehicles in the parking area at frequent intervals to assure that the actual peak number is observed because of the high turn over of traffic.

Because of the importance of this information and the fact that rest area use varies from day to day, we are requesting that you have the rest area attendants make counts of the numbers and types of vehicles parked in the northbound and southbound units of the rest area. These counts will be made every ten minutes during the period from 11:00 A.M. to 2:00 P.M. for any ten days between July 5th and July 31st to include one count on each day of the week with two on Fridays, Saturdays, and Sundays. The forms to be used for recording these counts are attached.

During this period, we intend to make a special one day survey of rest area use from 9:00 A.M. to 4:00 P.M. in order to obtain data on the use of rest area facilities. We will advise you of the day on which our survey will be made.

Please advise us when the necessary arrangements have been made to take these rest area vehicle counts. If there are any questions concerning the survey, do not hesitate to contact us further.

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

WJB/RLSh:dk
Attachment
bc: Tom Edwards

RECEIVED
FEB 25 1963

FOR FILING
I-5-4(4
5495

477 Cottage Street, N.E.
Salem, Oregon

February 13, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon I-5-4(40)206
Oak Grove Rest Area proposed enlargement

Mr. Porter's letter dated November 9, 1962, requested our approval of Federal participation in the proposed enlargement of Oak Grove Rest Area.

It is realized that this rest area experienced an extremely high use factor during the summer of 1962, apparently due to the Seattle World's Fair traffic. However, since this is the only rest area on the completed portions of Interstate Route 5 in Oregon that has comfort facilities in use, it seems probable that as more rest areas are completed and open to service that the demand on any single rest area will be eased. The improvement of the Santiam River Rest Area has been approved, and is now scheduled for contract during the October 1963 and later period.

In view of the above conditions it is believed expansion of this rest area should be deferred until later in the Interstate Program and more emphasis given to the establishment of other rest areas along improved Interstate routes.

NOTED
LLOYD P. SHAW

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-25-63

RECEIVED
FEB 6 - 1963
FOR FILING

[illegible]
5995

February 6, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On January 10, 1963 you were notified of the release of final payment on contract #5995, awarded to Meyer Const. Co., for the Oak Grove Highway Rest Area on Pacific Highway in Linn County.

Final payment on this contract is $1,473.84 and the total contract amount is $[illegible]8,[illegible]92.91, including $580.57 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
George W. Hubbs Co.,
Silverton
Oregon

cc: Meyer Const. Co.,
P. O. Box 223
Silverton
Oregon

cc: C. H. Malson

RECEIVED
JAN 10 1963
FOR FILING

I-2-4 [illegible]

5995

January 9, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 7 on Contract 5995. The contract was with the Meyer Construction Company and was for work on the Oak Grove Highway Rest Area on the Pacific Freeway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 9, 1963 and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er bbc

[illegible] 1/10/63

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

OFFICE

Meyer Construction Company completed work on the Oak Grove Highway Rest Area, Contract No. 5995, on the Pacific Freeway in Linn County on November 7, 1962. This contract is ready for acceptance by the Highway Commission.

This is a Federal-aid Interstate project and the Bureau of Public Roads advises us that they are accepting the contract as complete on the project.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: Floyd Query
J. W. Nash
D. B. Parkes

RECEIVED
JAN 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1963

SUBJECT: Enlargement of the Oak Grove Safety Rest Area

To: MEMO TO THE FILE:

Ted Dec, Bureau of Public Roads, advised that this request was submitted by the Regional Office to the Washington, D. C. Office December 4 with a recommendation that the project not be approved at this time, but that further study be made of the use pattern and possibly be considered at a later date. Mr. Dec expected to hear whether or not the Washington Office considered this eligible for federal participation in the not-too-distant future.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
NOV 28 1962
FOR FILING

[illegible]

5995

November 28, 1962

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Release of $943.42 on Contract No. 5995 after December 5, 1962, will be made to Meyer Construction Co. for Highway Rest Area on the Oak Grove Section of the Pacific Highway in Linn County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $829.46.

No claims for labor or material have been filed with us.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Meyer Construction Co.
P. O. Box 223
Silverton, Oregon

George W. Hubbs Co.
Silverton
Oregon

Mr. C. H. Maison

fp

RECEIVED
NOV 2[illegible] 1962
FOR FILING

I-5-4(40)206

5993-

November 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Enlargement of the Oak
Grove Safety Rest Area

Dear Sir:

The experience of the past summer has shown that the parking areas, and probably the restroom facilities, constructed at Oak Grove Safety Rest Area are inadequate to accommodate existing traffic. Therefore, we have prepared the attached plan proposing the enlargement of the parking and public use facilities and request your approval of Federal participation in this proposed construction.

The Oak Grove Safety Rest Area is located in Linn County, Oregon, approximately 13 miles north of Eugene and 27.5 miles south of Albany on Interstate Route 5. The construction of the parking area used the standard design for Oregon's safety rest areas which was drawn up and approved in 1956. The design provided parking space for 25 cars and five to six trucks and trailers. Although the design provided for a considerably larger number of vehicles than was provided for in constructed rest areas in the State, the use of this area by the public and the type of use, namely trailer, that has developed since 1956 has exceeded the most optimistic estimates of use.

A use survey made by the Traffic Division on July 3, 1961 showed that 5.1 per cent of highway traffic was stopping at the Oak Grove Safety Rest Area. Another survey made on July 3, 1962 showed that seven per cent of highway traffic was stopping at this rest area. The latter survey also showed that the peak percentage of parking space occupied was 56 per cent for light vehicles and 150 per cent for trucks and vehicle combinations in the northbound unit, and 56 per cent for light vehicles and 100 per cent for trucks and vehicle combinations on the southbound unit. These percentages were often exceeded during the summer.

It is our belief that the use of our rest areas will continue to grow and, in consonance with use surveys made in Ohio and North Carolina, the anticipated use in Oregon could well reach 20 per cent or more of traffic. Further, we have a problem of house trailers which is not being experienced in Ohio and which requires larger parking spaces. Neither is there any indication that trailer use of our highways has reached its peak.

Based on conservative estimates, that ten per cent of traffic will use the Oak Grove Safety Rest Area, the projected 1975 ADT would require parking for 26 cars and 21 trucks and vehicle combinations. Our proposed enlargement plan provides for 57 cars and 26 trucks or trailers, more than doubling the present 25 passenger car capacity and increasing the trucks and vehicle combinations approximately five times. In addition, the revised Oak Grove design requires reconstruction of the deceleration lanes, changing the parking area design to provide more and more efficient truck and trailer use of parking space, and duplicates public use facilities such as rest rooms, tables, garbage cans, etc.

The estimated cost of this improvement, excluding 12½ per cent engineering costs, is $99,000. The cost of public use facilities is estimated to be $27,000, approximately the same as the contract cost of existing public use facilities. The difference, $72,000, is the estimated cost of deceleration lanes and parking area extensions.

Recognizing the increasing importance of safety rest areas to the highway user, to the State, and to Federal road authorities, we request approval of Federal participation permitting the early expansion of the Oak Grove Safety Rest Area. Again, may we state that Oregon is willing and capable of furnishing adequate maintenance so that our rest areas are a source of pride to both the State and Federal governments.

Very truly yours,

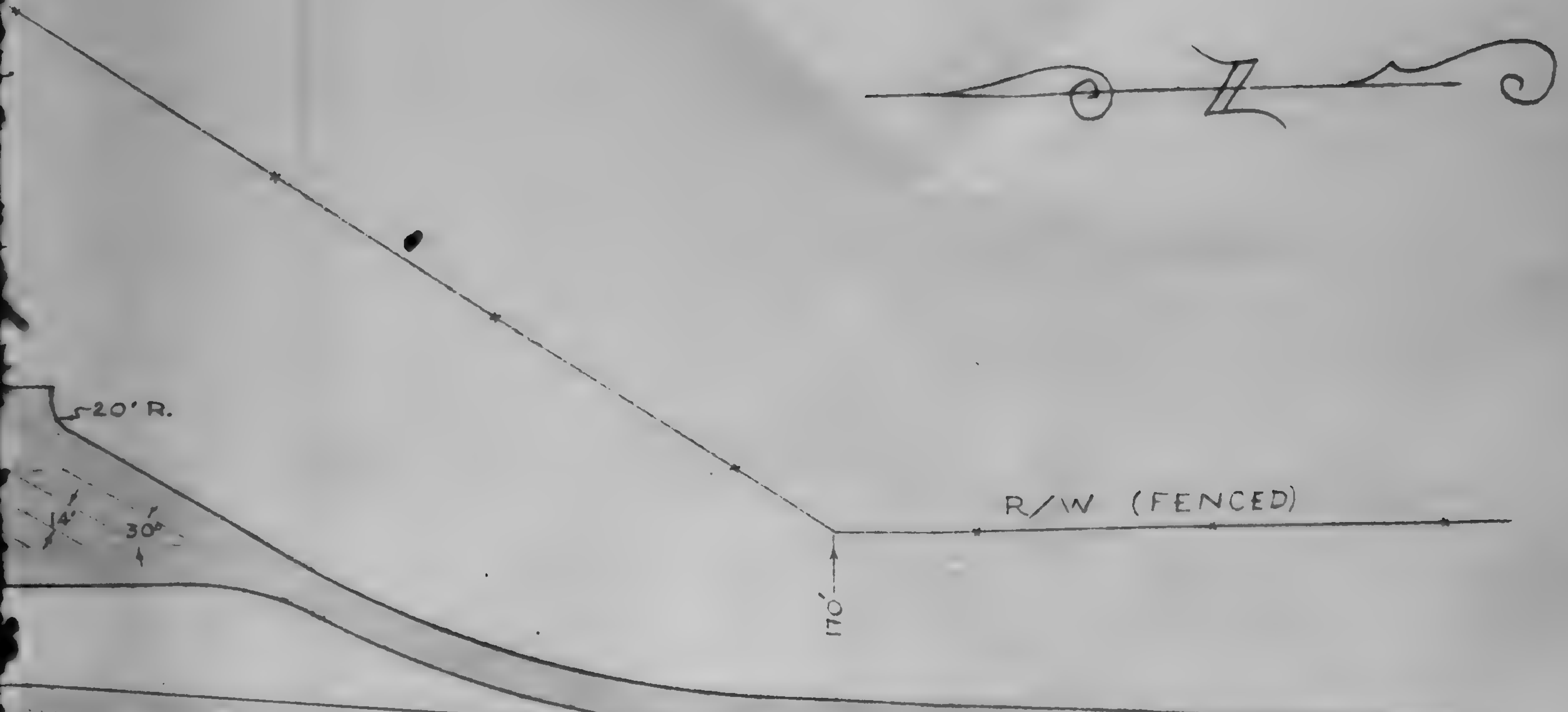
Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

Enc.
cc Forrest Cooper
M. H. Astrup
L. H. Young
C. H. Maison

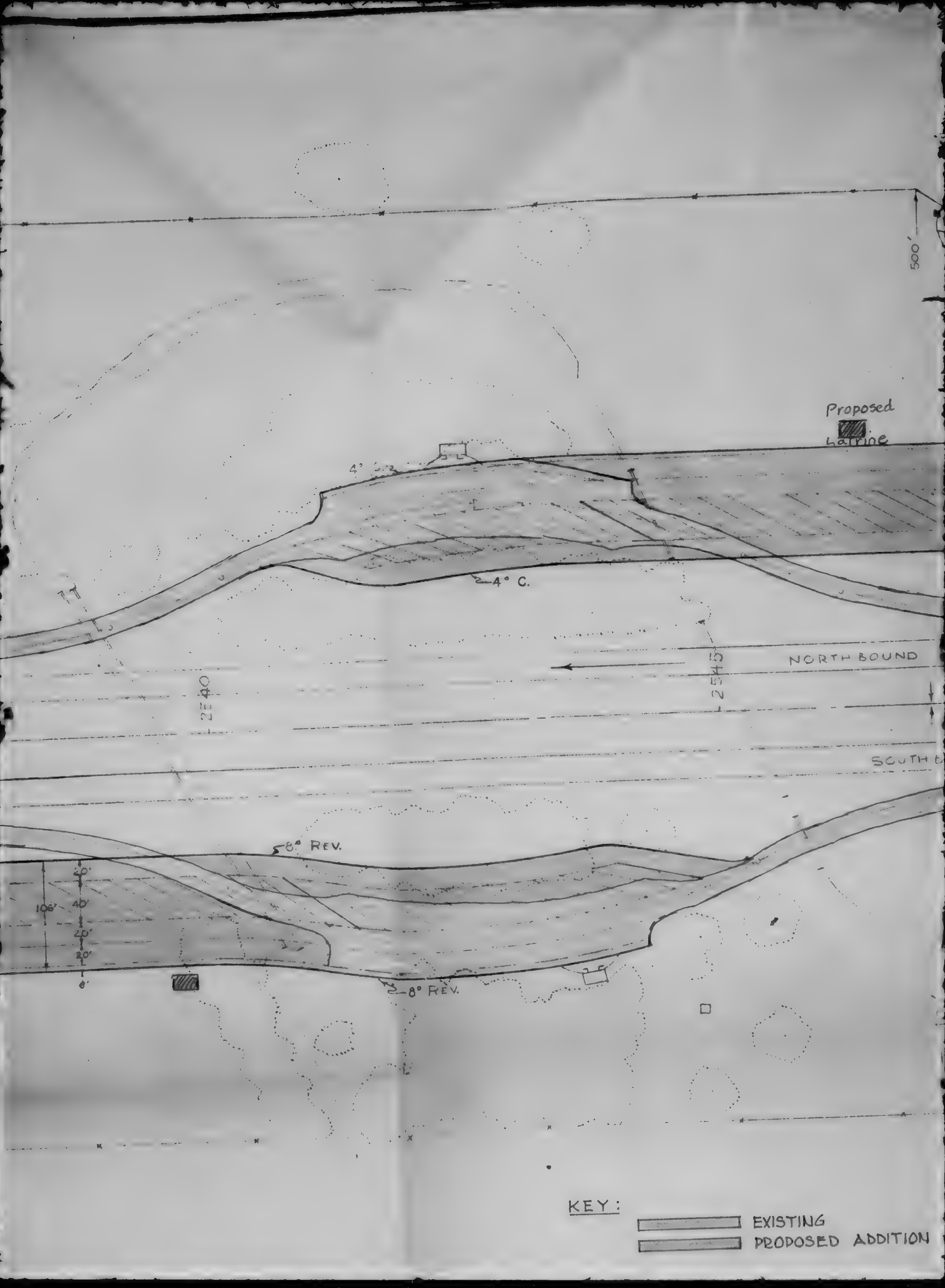
MHA:ls:ajw

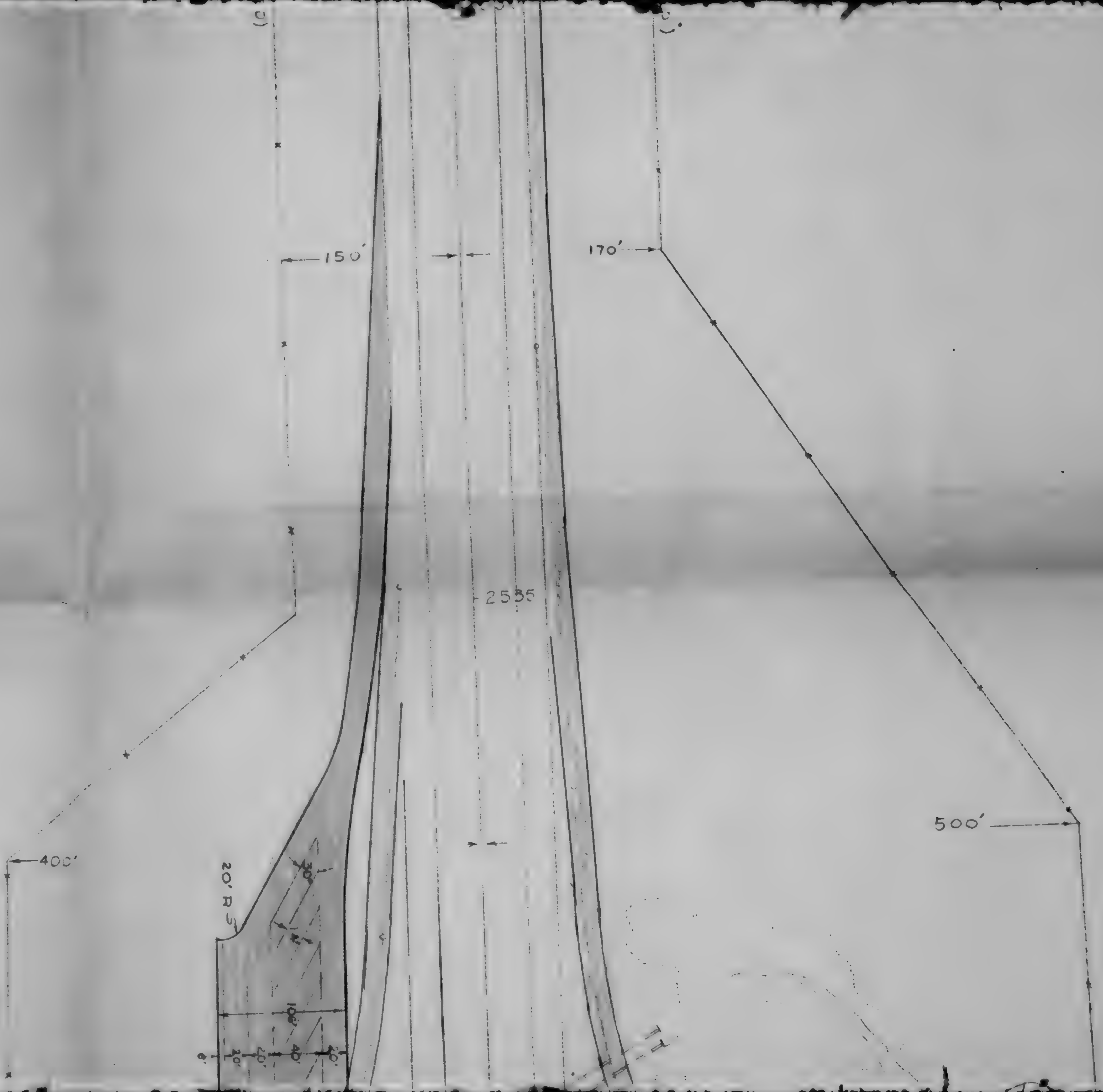

N
20' R.
14'
30'
R/W (FENCED)
170'
2550
2555
℄
150'
R/W (FENCED)

Scale 1 inch = 100 ft.

OAK GROVE SAFETY REST AREA

PACIFIC HIGHWAY INTERSTATE
M.P. 95.3


500'
Proposed
Latrine
4° C.
4° C.
NORTH BOUND
2545
2540
SOUTH B
8° REV.
20'
40'
106'
20'
20'
8° REV.
KEY:
EXISTING
PROPOSED ADDITION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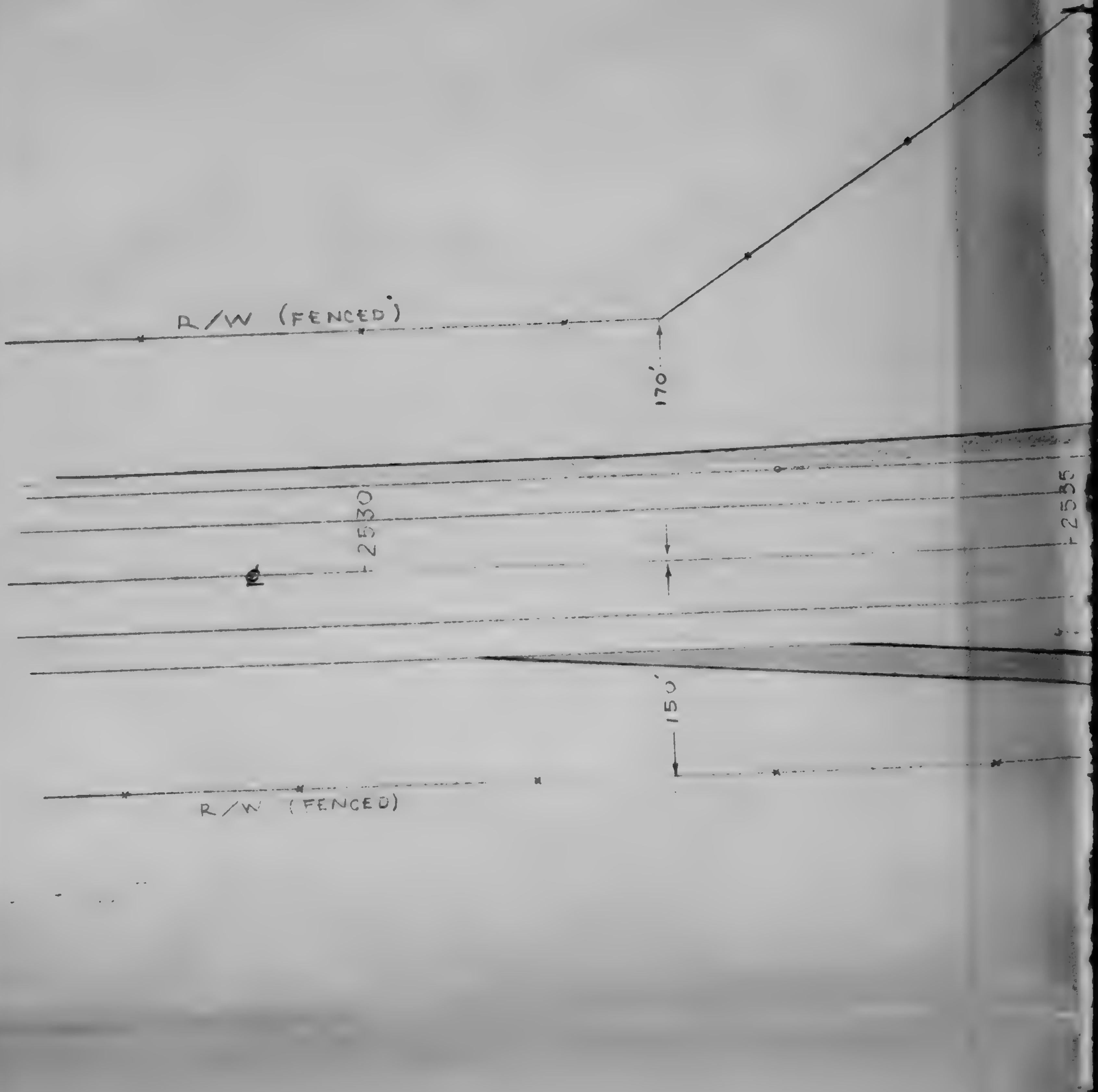
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14

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NOV 9 1962
FOR FILING

I-5 4(4)2.6

5495

November 6, 1962

192

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

In regard to your letter of October 29th, the Oak Grove Rest Area on Interstate 5 is comprised of six acres of land. It provides parking for approximately 25 truck and trailer or car and trailer combinations and approximately 50 parking spaces for cars. The facility also provides rest rooms, potable well water and 10 picnic tables for both north or southbound traffic. The total construction cost for the facility was approximately $34,400 excluding the cost of the roadway. Maintenance expenditures on this rest area for the first nine months of 1962 has been $5,200 of which $4,500 was for mowing of the grounds, emptying litter barrels, rest room maintenance and general clean-up of the grounds.

The Oak Grove Rest Area is the first facility of this type completed on Oregon Interstate Routes; however, two more areas are to be put under contract soon. These areas are the Santiam Rest Area on Interstate 5 at the Santiam River south of Salem covering approximately 5 acres. This area will have parking for approximately 100 cars, 50 trucks and trailers and have 40 picnic tables, potable water from wells and rest rooms. The estimated cost of this area is not available.

The Memaloose Rest Area on Interstate 80N west of The Dalles covers approximately 4 acres and will have parking for 50 cars, 25 trucks and trailers, potable water from a well, rest rooms and 20 picnic tables at an estimated cost of $80,000 excluding roadways. We are enclosing contract plan sheets of this area showing the general layout.

The rest areas are located at scenic or historical sites with the size of facilities based on traffic count and predicted use.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:mmb
Enc.

cc: Mr. [illegible]

Date [illegible]-31-62

ASSIGNED TO [illegible] By [illegible] No. [illegible]

Letter From [illegible]

Dated 10-2, [illegible]

Has Been Acknowledged By

RE: [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: Please [illegible] directly and send us a copy

PLEASE RETURN TO
R. L. PORTER

Report Received Completed 11-9-62

To Commission Agreement

File Closed

FORM CO-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 29, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Program & Planning Engineer

SUBJECT: Roadside Rest Area

The extra set of plans for the Oak Grove Rest Area on Interstate Route 5, which you furnished us on September 5, 1962, were forwarded through our organization to the California Division of Highways.

They have acknowledged receipt of these plans and have expressed their appreciation for the opportunity to examine them.

They have now made a request for any information that you might have on the cost of any facility of this type. They have requested both construction and maintenance costs and they are particularly interested in being able to identify these costs with the size and type of facility -- that is, number of parking spaces, number of picnic tables, the size of the land area, the availability of potable water, etc.

We will be happy to transmit whatever information you would care to offer and we are sure any information would be greatly appreciated.

NOTED
R. L. [illegible]

RECEIVED
OCT 30 1962
OFFICE ENGINEERING
DIVISION

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1962

FOR FILING

5995

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1962

SUBJECT: Oak Grove Highway West Area
Contract No. 5995

To: Forrest Cooper
State Highway Engineer

OFFICE

Meyers Construction Company, contractor on the above project, has completed all work on the job with the exception of Contract Items No. 7, Roadside Seeding, No. 8, Creeping Red Fescue Grass Seed, No. 9, Chewings Fescue Grass Seed, and No. 10, Inorganic Fertilizer.

This work cannot be completed until favorable weather conditions this Fall. Inasmuch as the contractor is prevented from completing work on the contract by conditions beyond his control, he has requested that the contract retained percentage be reduced from the usual 7½% to 3%. All of the work completed to date is satisfactory and is being used as an accommodation to traffic.

With your permission, I would like to accede to the contractor's request.

Ivan D. Merchant
Bridge Engineer

CAG:dl

APPROVED
Forrest Cooper
7-20-62

NOTED
FORREST COOPER

RECEIVED
DEC 1 1961
FOR FILING

11-29-61

Form Approved; Budget Bureau No. 41-R2089

MONEY TRANSACTION NO.

PROJECT REPORT NO.
5

FORM -2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE
Oregon

COUNTY
Linn

PROJECT NO.
I-5-4(40)206

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oak Grove Rest Area 3 mi. north of Linn-Lane County Line

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-26-61	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,033.00	$ 29,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
(Division Engineer)

By:
R. C. Wright, Administrative Manager

Date executed by Division Engineer November 29, 1961

USCOMM-DC 49447-P61

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Oak Grove Rest Area, Project No. I-5-4(40)206.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

November 1, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Oak Grove Rest Area, Project No. I-5-4(40)206.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Project
No. I-5-4(40)206

OAK GROVE REST AREA ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 1, 1961

Type Code Y021
Rest Area (Sta, 2543+00) (Contract 5995)

Clearing, Trimming and Grubbing	All	Required		$ 2,000.00
Front-End Loader	16	hrs.	$ 15.00	240.00
Tractor and Dozer	16	hrs.	19.00	304.00
Dump Truck	16	hrs.	17.00	272.00
3/4" - 0 Material in Foundation Course	85	cu. yds.	5.00	425.00
Class "C" Asphaltic Concrete	118	tons	17.50	2,065.00
Roadside Seeding	6	acres	292.00	1,752.00
Grass Seed, Creeping Red Fescue	270	lbs.	0.20	54.00
Grass Seed, Chewing Fescue	270	lbs.	0.19	51.30
Inorganic Fertilizer	30	cwt.	4.00	120.00
Latrine Building	2	only	5,491.00	10,982.00
Extra Concrete	2	cu. yds.	50.00	100.00
3/4-inch Galvanized Steel Pipe	130	lin. ft.	1.35	175.50
1-inch Galvanized Steel Pipe	1,000	lin. ft.	1.10	1,100.00
1 1/4-inch Galvanized Steel Pipe	70	lin. ft.	1.20	84.00
1 1/2-inch Galvanized Steel Pipe	400	lin. ft.	1.30	520.00
1-inch Gate Valves	2	only	23.00	46.00
1 1/4-inch Gate Valves	1	only	25.00	25.00
1 1/2-inch Gate Valves	1	only	28.00	28.00
3/4-inch Quick-Coupling Hose Valves	7	only	13.00	91.00
1/2-inch Drain Valves	10	only	6.00	60.00
Septic Tanks and Disposal Fields	2	only	1,220.00	2,440.00
Extra Concrete	2	cu. yds.	50.00	100.00
4-inch Cast Iron Sewer Line	200	lin. ft.	2.20	440.00
Building and Pump Supply	All	Required		625.66
Area Lighting	All	Required		1,768.00
Concrete Drinking Fountains	2	only	92.00	184.00
Refuse Receptacles	6	only	30.00	180.00
Permanent Picnic Tables, 6-ft.	12	only	82.00	984.00
Permanent Picnit Tables, 8-ft.	8	only	85.00	680.00
Water Hydrants	5	only	45.00	225.00
				$28,121.46
Well and Pump (SF)	All	Required		$ 1,000.00
	Subtotal			$29,121.46
	10% Engr. & Cont.			2,911.54
			Total	$32,033.00

Length of Project ....0.000 Mile

Federal Funds	$29,400.00
State Funds	2,633.00
	$32,033.00

State Funds for Const: Chap. 175, laws 1917; Chpa. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

[illegible]

Oregon State Highway Department

Federal Aid Project
No. I-5-4(40)206

OAK GROVE REST AREA

ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Preliminary estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, July 26, 1961

Type Code Y021
Rest Area (Sta. 2543+00)

Clearing, Trimming and Grubbing	All	Required	$	$ 3,300.00
Front-End Loader	16	hour	15.00	240.00
Tractor and Dozer	16	hour	14.00	224.00
Dump Truck	16	hour	10.00	160.00
3/4" - 0 Material in Foundation Course	85	cu.yd.	5.00	425.00
Class "C" Asphaltic Concrete	118	ton	16.50	1,947.00
Roadside Seeding	6	acre	400.00	2,400.00
Grass Seed, Creeping Red Fescue	270	lb.	0.80	216.00
Grass Seed, Chewing Fescue	270	lb.	0.80	216.00
Inorganic Fertilizer	30	cwt.	10.00	300.00
Latrine Building	2	only	8,000.00	16,000.00
Extra Concrete	2	cu.yd.	50.00	100.00
Drilling Well 0'-50'	All	Required		400.00
Drilling Well 51'-100'	50	lin.ft.	6.00	300.00
Furnish 6" Casing	50	lin.ft.	6.00	300.00
Pump House	All	Required		250.00
3/4-inch Galvanized Steel Pipe	130	lin.ft.	0.70	91.00
1-inch Galvanized Steel Pipe	1,000	lin.ft.	0.80	800.00
1¼-inch Galvanized Steel Pipe	70	lin.ft.	0.90	63.00
1½-inch Galvanized Steel Pipe	400	lin.ft.	1.00	400.00
1-inch Gate Valves	2	only	15.00	30.00
1¼-inch Gate Valves	1	only	18.00	18.00
1½-inch Gate Valves	1	only	20.00	20.00
3/4-inch Quick-Coupling Hose Valves	7	only	12.00	84.00
½-inch Drain Valves	10	only	15.00	150.00
Septic Tanks and Disposal Fields	2	only	3,000.00	6,000.00
Extra Concrete	2	cu.yd.	40.00	80.00
4-inch Cast Iron Sewer Line	200	lin.ft.	3.00	600.00
Building and Pump Supply	All	Required		500.00
Area Lighting	All	Required		750.00
Concrete Drinking Fountains	2	only	100.00	200.00
Refuse Receptacles	6	only	25.00	150.00
Permanent Picnic Tables, 6-ft.	12	only	50.00	600.00
Permanent Picnic Tables, 8-ft.	8	only	65.00	520.00
Water Hydrants	5	only	25.00	125.00
				$37,959.00
Furnish and Install Pump (Under Separate Cont.)				1,000.00
				$38,959.00
10% Engr. & Cont.				3,895.00
				$42,854.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(40)206

OAK GROVE REST AREA

ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 21, 1961

Type Code Y021
Rest Area (Sta. 2543+00)

Clearing, Trimming, and Grubbing	All Required		$3,300.00
Front-end Loader	16 hrs.	$15.00	240.00
Tractor and Dozer	16 hrs.	14.00	224.00
Dump Truck	16 hrs.	10.00	160.00
3/4"-0 Material in Foundation Course	85 cu.yds.	5.00	425.00
Class "C" Asphaltic Concrete	118 tons	16.50	1,947.00
Roadside Seeding	6 acres	400.00	2,400.00
Grass Seed, Creeping Red Fescue	270 lbs.	0.80	216.00
Grass Seed, Chewing Fescue	270 lbs.	0.80	216.00
Inorganic Fertilizer	30 cwt.	10.00	300.00
Latrine Building	2 only	10,000.00	20,000.00
Extra Concrete	2 cu.yds.	50.00	100.00
3/4-inch Galvanized Steel Pipe	130 lin.ft.	0.90	117.00
1-inch Galvanized Steel Pipe	1,000 lin.ft.	1.00	1,000.00
1¼-inch Galvanized Steel Pipe	70 lin.ft.	1.00	70.00
1½-inch Galvanized Steel Pipe	400 lin.ft.	1.10	440.00
1-inch Gate Valves	2 only	15.00	30.00
1¼-inch Gate Valves	1 only	18.00	18.00
1½-inch Gate Valves	1 only	20.00	20.00
3/4-inch Quick-coupling Hose Valves	7 only	12.00	84.00
½-inch Drain Valves	10 only	15.00	150.00
Septic Tanks and Disposal Fields	2 only	3,000.00	6,000.00
Extra Concrete	2 cu.yds.	40.00	80.00
4-inch Cast Iron Sewer Line	200 lin.ft.	3.00	600.00
Building and Pump Supply	All Required		500.00
Area Lighting	All Required		750.00
Concrete Drinking Fountains	2 only	100.00	200.00
Refuse Receptacles	6 only	25.00	150.00
Permanent Picnic Tables, 6-ft.	12 only	50.00	600.00
Permanent Picnic Tables, 8-ft.	8 only	65.00	520.00
Water Hydrants	5 only	25.00	125.00
			$40,982.00
Well and Pump (SP)	All Required		$1,000.00
	Subtotal		$41,982.00
	10% Engr. & Cont.		4,198.00
	Total		$46,180.00

Length of Project. . . . . . . 0.000 Mile

Federal Funds. $42,000.00
State Funds. 4,180.00
$46,180.00

RECEIVED
V 8 1961
FOR FILING

5995

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 8, 1961

Meyer Const. Co.,
P. O. Box 223
Silverton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5995, awarded October 20, 1961, for construction of a highway rest area on the Oak Grove Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
V 2 1961
FORM E-28X 50M 7-60
FOR FILING

5995

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1961

SUBJECT:

To:

D. B. Parkes
Contract Payments

OFFICE

Meyers Construction Company began work on the Oak Grove Highway Rest Area Project on the Pacific Highway in Linn County, Contract No. 5995, FAP No. I-5-4(40)206, on October 31, 1961

Ivan D. Merchant
Bridge LEngineer

dl

cc: Floyd Query ✓
Mark H. Astrup

RECEIVED
OCT 24 1961
FOR FILING
I-5-4
5995

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-4(40)206

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-5-4(40)206, Oak Grove Rest Area, Halsey Interchange-Lane County Line Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No., 5995 to Meyer Construction Co., of Silverton, Oregon, low bidder in the amount of $28,121.46 at the October 18, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
OCT 2 1961

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-4(40)206

We have today approved the P. S. and E. documents for Oregon Project I-5-4(40)206, Oak Grove Rest Area, Halsey Interchange-Lane County Line Section, Pacific Highway.

This is to authorize your advertising for bids.

Porter

RECEIVED
SEP 19 1961
FOR

9-19-61

W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

NOTED
W.C. WILLIAMS

Division of Personnel
and Public Relations

61-146-S

EMpire 4-2171
Extension 439

September 18, 1961

FOR IMMEDIATE RELEASE

The first completely modern safety rest area on the Interstate System in Oregon will be available for use of motorists by the summer of 1962, it was announced today by W. C. Williams, State Highway Engineer.

The site, on Interstate 5 (US 99) 13 miles north of Eugene and 27 miles south of Albany, is in an oak grove bisected by the new freeway and has been appropriately named "Oak Grove Safety Rest Area."

The parking areas, deceleration and acceleration lanes which are already constructed were included in the grading and paving contracts in which the Bureau of Public Roads participated with Interstate funds.

The facility has been in limited service, with temporary sanitary facilities, since the opening of the freeway a year ago. The completed facility will have ten picnic tables, drinking fountains, and buildings housing sanitary facilities, including flush toilets, and will be identical on both sides of the freeway. An adequate well has already been drilled.

Cost for the completion of this site will be approximately $44,000 and will be shared by the Bureau of Public Roads and the state on normal interstate ratio of 90-10. Justification for participation by the Bureau of Public Roads was based upon the exceptional natural values of scenic beauty and isolated shady areas, together with the substantially heavy usage expected.

Sites such as the one at Oak Grove are designated "safety rest areas" since they provide places on long stretches of freeway where travelers may stop to rest when they become weary. Such sites will help to decrease driver fatigue.

Similar rest areas are planned on the Interstate system in Oregon. As with the Oak Grove rest area, the additional planned sites must show justification as to usage to be eligible for federal participation.

# \# \#

RECEIVED
SEP 6 1961
FOR FILING

Cross-Referenced To:

September 5, 1961

AIRMAIL

Honorable Edwin R. Durno
Member of Congress
House Office Building
Washington 25, D. C.

Dear Mr. Durno:

I note with interest your letter of August 24 to which is attached an Interim Report from Secretary of Commerce Hodges in connection with the improvement of the Oak Grove Rest Area on Highway 99 (Interstate 5) approximately 27 miles south of Albany.

We have, as of this date, received approval from the Bureau of Public Roads for improvement of this area, consisting of landscaping and convenience facilities.

I am sure that your intervention in this matter was instrumental in getting this much needed facility approved for construction.

Please accept our thanks for your assistance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

477 Cottage St., N. E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 1, 1961

C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

Oregon Program — 1956 Act Federal-aid Interstate Funds

Our March 30, 1960 letter advised that Items 162 through 165 were deferred by our Regional office. Mr. Cooper's July 27, 1961 letter furnished additional justifying information concerning the Oak Grove rest area and requested reconsideration of Item 163. Based on favorable review comments received from the Washington, D. C. office, Item 163 was approved by our Regional office effective August 30, 1961.

This approval covers one Stage 2 project involving the construction phase only for 0.0 miles of readway at a total estimated cost of $44,000 with Interstate funds reserved in the amount of $40,000. The unprogramed balance of these funds is $45,845,031 according to our records of this date.

You may proceed with the phases of the project listed as follows with the understanding that all work will be in full conformance with the provisions of PPM 20-4:

Item No.	Project No.	Location	Proposed Work
263	I-5-4(40)206	Oak Grove Rest Area	Landscape, Convenience Facilities

The project agreement for Item 263 should contain a statement to the effect that the rest area will be kept in a clean, well-maintained condition at all times.

Our Washington office approval memorandum is quoted for your information as follows:

> "The exceptional natural values of scenic beauty and isolated shady areas, together with the substantially heavy usage expected, as described by the State, conform to the intent of the criteria in our August 6, 1959 Circular Memorandum for exceptions permitting Interstate fund participation in the cost of comfort and convenience facilities."

(MORE)

There was no indication in either the Regional or Washington, D. C. approval memorandums that participation in convenience facilities for other safety rest areas would be permitted except in special cases which must be approved by our Washington, D. C. office. Accordingly, deferred Items 162, 164, and 165 would need similar justification if you desire to have these items reconsidered for addition to the Interstate program.

EDWIN R. DURNO
FOURTH DISTRICT, OREGON

COMMITTEE:
INTERIOR AND INSULAR AFFAIRS

Congreſs of the United States
House of Representatives
Washington, D. C.

August 24, 1961

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Enclosed is an Interim Report from Secretary of Commerce Hodges regarding the proposal for Federal aid participation in the cost of providing convenience and comfort facilities in the Oak Grove safety rest area.

I will write to you again as soon as I receive a further report from the Secretary.

With kindest regards, I am

Sincerely,

Edwin R Durno

EDWIN R. DURNO, M. C.

ERD:gc

Enclosure

RECEIVED
AUG 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible] COOPER

THE SECRETARY OF COMMERCE
WASHINGTON 25, D. C.

[illegible], 1961

Honorable Edwin R. Durno
House of Representatives
Washington 25, D. C.

Dear Mr. Durno:

Receipt is acknowledged of your August 10, 1961, letter with which you enclosed copies of a July 27 letter from the Oregon State Highway Department to our Bureau of Public Roads division engineer, Mr. C. G. Polk in Salem, and other related papers. This correspondence has particular reference to the State's request for Federal-aid participation in the cost of providing convenience and comfort facilities in the Oak Grove safety rest area located in Linn County on Interstate Route 5, approximately 27 miles south of Albany.

As stated in our March 15 letter to you on this general subject, Federal-aid funds may participate in the cost of providing comfort and convenience facilities only in special rest areas where clear justification is furnished. This justification must establish that the particular rest area involves specially significant historical or natural value which will occasion especially high continuing use of the area.

The Bureau of Public Roads Washington office has recently received from the State their presentation of the reasons why they consider the Oak Grove rest area to fall in the special category referred to above. This presentation is now under consideration by Public Roads and it is expected a determination will be made shortly.

Your interest in this matter is appreciated and you will be advised as soon as a decision is reached.

Sincerely yours,

Secretary of Commerce

EDWIN R. DURNO
FOURTH DISTRICT, OREGON

COMMITTEE:
INTERIOR AND INSULAR AFFAIRS

Congress of the United States
House of Representatives
Washington, D. C.

DEPARTMENT OF C
SECRETARY'S
CORRESPONDENCE UNIT
1961 AUG 14 AM 9 50

August 10, 1961

The Honorable Luther H. Hodges
Secretary
Department of Commerce
Washington 25, D. C.

My dear Secretary Hodges:

On March 15, 1961 you wrote to me in reply to my letter of February 23, 1961 with regard to limitations on federal-aid participation in the cost of certain comfort and convenience facilities in rest areas along Interstate highways.

You indicated in your letter that memorandums issued by the Bureau of Public Roads do not close the door to federal-aid participation in the cost of providing such facilities. I was very gratified to receive this statement from you and passed it on to the Oregon State Highway Commission.

I have just received the attached file from the Oregon State Highway Engineer setting forth the plans and justification for establishment of rest facilities at the Oak Grove Safety Rest Area in Linn County, Oregon, on Interstate Highway No. 5. I shall be indebted if you will give consideration to this proposed development and I hope federal participation in the cost will be found to be warranted.

Very sincerely yours,

Edwin R Durno

EDWIN R. DURNO, M. C.

Enclosures
ERD/pdw

52165

RECEIVED
JUL 31 1961
FOR FILING

Cross Referenced To:

July 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Reference is made to Commissioner Armstrong's circular memoranda to Regional and Division Engineers of the Bureau of Public Roads dated August 6 and September 30, 1959, on the subject of safety rest areas on interstate highways.

Although, in general, these memos limited participation in the construction of safety rest areas to basic highway and parking facilities, they also provided that "convenience and any comfort facilities provided at the safety rest areas are to be nonparticipated items for federal-aid funds except where, because of specifically significant, historical or natural values, especially high continuing use may be expected. These excepted instances will require prior approval of the Washington office for participation." We believe the Oak Grove Rest Area qualifies because of significant natural values and expected high continuing use.

Accordingly, there are enclosed plans for the construction of public use facilities at the Oak Grove Safety Rest Area located in Linn County, Oregon, approximately 13 miles north of Eugene and 27½ miles south of Albany on Interstate Highway No. 5.

A study of the spacing of safety rest areas on the interstate system was initiated at the beginning of that program under policies very similar to those later published in the pamphlet, "A Policy on Safety Rest Areas for the National System of Interstate and Defense Highways". This particular site was chosen because of an especially fine grove of native oak trees (Quercus Garryana) bisected by the highway. It is the only shade available on this highway between the cities of Albany and Eugene. Aside from the present scenic beauty of this grove of long-lived trees, which is desirable to preserve and protect for posterity, it serves to break the monotony of a long tangent with few interchanges that would permit a weary traveler to leave the interstate highway.

The construction of basic highway and parking facilities at Oak Grove Safety Rest Area was completed under the construction contract. Present use forced us to install temporary pit toilets (photo attached) to alleviate a noxious sanitary problem.

In your letter of August 12, 1960, on the subject of safety rest areas on interstate highways, addressed to this office, you mentioned a study of potential use of rest areas being made by our Traffic Engineering Division. Although the field work on this study was completed, it will be some time before the full results are compiled and published. Due to the pressing need for completion of the Oak Grove Safety Rest Area, signs were unmasked, three tables were installed, and a detailed survey of use in this particular area was made by the Traffic Engineering Division.

Daily 24-hour traffic recorder counts of vehicles entering Oak Grove Safety Rest Area related to US99 (Interstate 5) highway traffic from the Bond Butte permanent recorder (six miles north) show that 371 vehicles or 4.6 percent of the highway traffic entered the rest area on Monday, July 3, and 412 vehicles or 4.4 percent on July 4. These data compare with 207 and 167 vehicles (1.7 percent of the highway traffic) entering the rest area on Saturday and Sunday, July 1 and 2 prior to the removal of the rest area sign covers. This percentage of rest area traffic (4.6 percent) is substantially higher than the 2.0 percent average reported for the four Oregon rest areas studied during the summer of 1960 on two-lane, uncontrolled access sections on US99.

It is evident from a tabulation of vehicle-party stops by primary purposes of stop that the major use of the rest area was for rest room use (36%), with eating (29%), and rest (23%) the next most frequent purposes of stops. It is significant that eating stops were relatively high despite the lack of tables for the first two hours of the survey period and the rest area development work underway which deterred table use. Truckers made use of the area for checking vehicles, eating, resting, and rest room use.

In appraising the data presented, it should emphasize that the data for Oak Grove Rest Area were collected during the initial day of operation of the rest area with the signing uncovered and during a day on which the maintenance crew was improving the grounds and installing tables. Also, signs were in place in the rest area indicating that facilities were temporary, pending permanent improvements. Undoubtedly these factors had a significant effect on the use of the rest area.

It is probable that future planned improvement of the rest area and facilities and more general knowledge of rest areas by freeway traffic in the future will substantially increase the amount of rest area traffic and facility use at Oak Grove Rest Area to amounts similar to that reported by other states. It is reasonable to assume that the percent of freeway traffic using the rest area will ultimately be in the range of eight to ten percent. This heavy usage will require the installation of flush toilets and drinking water if standards of sanitation and convenience acceptable to the public are maintained.

Statistical information received from the states of Ohio and North Carolina surveys disclose that their actual use exceeded the estimated use of safety rest areas on the interstate system. Trends on the use of rest area facilities may be derived from a survey conducted by North Carolina on the use of rest areas constructed on five interstate highways. The report we received has been summarized as follows:

Passenger cars stopping	5½-10½%, depending on time of day
Trucks stopping	7-23½%, depending on time of day
Use of toilet facility	About 70%
Use of tables	19-33%
Maximum parking area use at any one time	About 50%
Length of nonlunch stops	1-97 minutes
Length of lunch stops	7-218 minutes
Length of truck stops	1-156 minutes

We are convinced from the many expressions of public appreciation of rest areas and from the use of existing rest areas as disclosed by our survey, corroborated by actual experience of other states, that there will be a continued and increasingly important public use of the Oak Grove Safety Rest Area. We are also convinced that the location has significant natural values and that public use facilities are necessary to achieve maximum benefits to road users. Accordingly, we

July 27, 1961

urge and recommend approval of federal participation in the attached development plans and modifications of existing Bureau of Public Roads policy to authorize federal participation in the construction of convenience and comfort facilities in safety rest areas on the interstate highway system. Oregon is willing and capable of furnishing adequate maintenance so that our rest areas are a source of pride to the state and federal governments.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Hon. Edwin R. Durno
Mr. [illegible]
Mr. Mark Astrup
Mr. Ivan Merchant

WHA:vl fn

RECEIVED
JUL 5 1961
FOR FILING

NOTE
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1961

SUBJECT: Oak Grove Rest Area Study
Pacific Freeway
Albany-Lane County Line Section

To:

MEMO TO FILE

I wish to advise that Mr. Mark Astrup contacted Mr. Head on Friday, June 30, and stated that Mr. Cooper wished to conduct a "use study" of the Oak Grove Rest Area at the earliest possible moment. These data will be gathered supplementing the Rest Area Use Studies we conducted in 1960 to develop justification, so to speak, for the facilities portion of these rest areas. Mr. Head contacted Mr. William Byars, Statistical Supervisor who is in charge of this work, and arranged for sufficient personnel from various traffic and planning sections to work with him on Monday, July 3, in a Rest Area Study.

Mr. Byars will conduct a standard rest area use study from 10:00 a.m. to 5:00 p.m., Monday, July 3, for both the north and southbound traffic at the subject rest area. He will endeavor to process the results as soon thereafter as practicable and have them available for Mr. Astrup to present to Mr. Cooper.

Mr. J. E. Gately, Traffic Survey Engineer, has been instructed to place an RC (recording) counter on both the north and southbound off-ramps to the rest area so that we could obtain their usage by hours of the day. These counters were placed in operation on Friday, June 30, and are to remain in operation for a minimum of two weeks. I would appreciate Mr. Blensly checking with Mr. Head before we remove the recorders from the location. The tapes for the period from the time they are placed until Wednesday, July 5, should be turned over to Mr. Byars for his immediate use.

I also request Mr. Val Johnson to contact Mr. Widdows and arrange for the removal of the canvass from the rest area signs. This as per Mr. Cooper's instructions. The covers are to remain off the signs and we will allow the rest areas to be used unless some unforseen problem develops at some future time. As per discussions between Mr. Astrup and Mr. Head it was felt that the signs could be removed some time between 8:00 and 10:00 a.m. on Monday, July 3, and the Parks Division will proceed in the same period of time to place picnic tables in the rest areas. This, then will make them available for multiple usage.

WCW

F. B. Crandall
Traffic Engineer

JA:mjc
cc - Forrest Cooper
G. S. Paxson
P. M. Stephenson
M. H. Astrup
W. O. Widdows
V. P. Johnson
R. C. Blensly

NOTED
FORREST COOPER

RECEIVED

23-3421 Ontario Office Building 1961
45996

D Cook

RECEIVED
JUL 9 1962

FORM E-30X—50M—5-62 43909

FOR FILING

[illegible]

5996

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

SUBJECT: Ontario Office Building
Contract No. 5996

To: Mr. D. B. Parkes
Contract Payments
OFFICE

David G. Dorsey completed work on the Ontario Office Building in Ontario, Oregon, Malheur County, Contract No. 5996, on April 13, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD
AC

• EP LGM

ONTARIO MCE LAG 26 MARCH 23 2 15 PM

CHIDSEY
CANNON

CONSTRUCTION ON GAS LINE STARTED MARCH 0// 20 · 1962, 1000' COMPLETED .
2000' YET TO GO , HAVE TO TRENCH THRU NEW LEXX LAWN ON IDAHO AVE
INTERCHANGE. . I ESTIMATE THEY WILL FINISH THE 2ND OR 3RD
OF APRIL.

O G MCCOMB

ATTEND
FXX GB

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1962
FOR FILING

2-3421

5122

March 19, 1962

Oregon State Highway Dept.
Bridge Office
Baker, Oregon

Attention: Mr. George Hopkins

Gentlemen:

On February 21st, I wrote telling you we were in need of Gas so we might finish the Ontario Office Building. As of this date we have no gas. We cannot test or put the heating plant in operation. So tonight, March 19, we are locking the building up and will not be doing anything more to the building until the gas is installed.

Very truly yours

David G. Dorsey

David G. Dorsey

cc: Mr. Floyd Query Sec.
Mr. Forrest Cooper, State Highway Engineer

DGD/vlb

Began Monday 3/19

NOTED
TOM EDWARDS

RECEIVED
MAR 21 1962
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED
FORM 5-128 V 27 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5996

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 27, 1961

David G. Dorsey
312 North 5th Avenue
Box 1
Caldwell, Idaho

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 5996, awarded October 20, 1961, for the Ontario Office Building in Ontario, Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

jmc

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V 7 1961
FOR FIL

5996

Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1961

SUBJECT:

To:

D. B. Parkes
Contract Payments

OFFICE

David G. Dorsey began work on the Ontario Offic Building in Ontario, Oregon in Malheur County, Contract No. 5996 on October 31, 1961.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

RECEIVED
SEP 20 1961
FOR FILING

September 19, 1961

CERTIFIED MAIL

Mr. Robert J. Lzicar
510 S. W. 5th St.
Ontario, Oregon

Dear Sir:

We are enclosing your Certified Check in the amount of $5,000.00, Check No. 775.

This check was submitted with your proposal on the Ontario Office Building in Malheur County, on which bids were received September 13, 1961.

All bids on this job were rejected as being too high so we are returning your check to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

S-432(2) Jackson Creek Sec., Netarts- 1961
Sand Lake Hwy., near Cape Look-
#5997 out State Park

FORM 2-123X 50M 7-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
7 1966
FOR FILING

[illegible]

5997

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 4, 1966

Isaacson Brothers
P. O. Box 628
Roseburg, Oregon

Gentlemen:

On March 1, 1966 you were forwarded a letter giving total payment to the contractor on Contracts 5997 and 6102 as per your request. A complete breakdown of payments by voucher estimate no. and date is as follows:

Contract No. 6102 Voucher Estimate No.	Date Processed	Total Payment
1	6-20-62	$ 720.45
2	7-23-62	13,921.88
3	8-22-62	21,754.34
4	9-21-62	21,659.45
5	10-30-62	13,104.18
6	11-8-62	2,200.83
	Total	$ 73,361.13

Contract No. 5997 Voucher Estimate No.	Date Processed	Total Payment
1	12-14-61	$ 6,406.92
2	1-22-62	9,266.58
3	2-23-62	6,359.40
4	3-16-62	996.98
5	4-20-62	445.67
6	6-21-62	765.00
7	7-23-62	8,124.84
8	8-22-62	11,579.35
9	9-21-62	5,265.32
10	10-19-62	7,244.58

NOTED
FLOYD QUERY

Contract No. 5997 (Cont'd.)

Voucher Estimate No.	Date Processed	Total Payment
11	11-23-62	$ 7,649.32
12	12-20-62	514.20
13	6-18-63	2,338.80
14	7-25-63	4,327.53
15	9-12-63	3,960.09
16	12-10-63	4,264.90
17	12-19-63	2,418.41
	Total	$ 81,927.89

Please advise this office if we may be of further service to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ak

cc: Floyd Query
Curtis H. Baker

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 19 63

Section Jackson Creek

Kind of work Grading

Highway Netarts- Sandlake County Tillamook

Section prefix 529-1075

Contractor Buckley Bell Construction Co.

Contract number 5997

Date of contract October 25, 19 61

Specified work days 70

Date work started November 9, 19 61

Work days used 74

Per cent of time elapsed 106 %

Project authorization . . . . . . $ 95,430

Exclusive of engineering . . . . . $ 88,644

Estimated cost of completed project, exclusive of engineering . . . . . $ 81,928

Estimated per cent [illegible]r underrun . . . . . 7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 6,786

Engineering cost to date $ 8,794, 129 %

Date project was completed July 26, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project is complete. Semi-final estimate was completed this week and delivered to Div. Engr. Office on Friday.

Project is complete.

This is Final Report.

CONSTRUCTION DIVISION
RECEIVED
NOV 26 1963
66

NOTED
JOHN R. OAKES

Signed John A. Bond John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED
SEP 27 1963
FOR FILING

September 27, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 3
October 10, 1963 Meeting

Gentlemen:

We have received a request for an extension of time from Buckley Bell, contractor on the Jackson Creek Section of the Netarts-Sand Lake Road in Tillamook County, Contract No. 5997. The contractor requests that the allowable time on the project (grading project) be increased from 70 to 74 days.

The reasons cited by the contractor to justify the requested increase are the extra work on the project and a delay in delivery of a culvert pipe list. The extra work required an additional three workdays and the delay in delivery of a pipe list required one additional workday. The late delivery of the pipe list was required by having to wait until preliminary work was completed before the exact culvert length could be determined.

Approval of the contractor's requested four days is recommended. This is a secondary project and Bureau of Public Roads' concurrence is not required.

This matter will be presented to you at the October 10 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

CHB:fp bbc

RECEIVED
NOV 1 1963
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#3

Oregon State Highway Commission
Salem, Oregon

Date JULY 31, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 74 days, within which to complete our Contract No. 5992, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: EXTRA DAYS REQUIRED TO COMPLETE FORCE ACCOUNT WORK REQUESTED BY RESIDENT ENGINEER AND DELAY IN RECEIVING SHIPMENT OF CORRUGATED CULVERT PIPE FROM ARMCO STEEL CORPORATION IN HILLSBORO, OREGON.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 10, 1963 for 4 added days
Floyd Query

BUCKLEY BELL CONSTRUCTION CO.
Contractor

By Buckley Bell
BUCKLEY BELL

CONSENT OF SURETY

Date August 22, 1963, 19

We, [illegible], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. T. Lynch
E. T. Lynch Attorney-in-fact

HMEER INSURANCE AGENCY
BY Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5997 Contractor Buckley Bell Construction Company

Highway Netarts-Sand Lake Tillamook County Road

Section Jackson Creek Section

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delay in furnishing contractor with culvert list and the performance of additional work on the contract on extra work basis.

Recommended for Approval:

R. D.
Division Engineer

G. L. Decker
Asst Construction Engineer or
Bridge Engineer

Lloyd P. Shaw
Asst State Highway Engineer

State Printing 27929

Contract No.	5997
Project designation	S-432(2) 529-1075 State Federal
Date awarded	Oct. 25, 1961
Work started	Nov. 9, 1961
Per cent completed	100% 7-26-63 Date
No. of Workdays Allowed	70
No. of Workdays Used	74
No. of Added Workdays Requested	4

FORM E-90 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1963

SUBJECT: Extension of Time
Jackson Creek Section
Netarts-Sand Lake Road
Contract No. 5997

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Buckley Bell, contractor on this project for an extension of time. The contract was completed on July 26, 1963, after using 74 of an allowed 70 work days.

The contractor requests 4 days additional time because of delays caused by required Force Account work, and delay in receipt of culvert pipe. The Force Account work referred to was a cutoff ditch and a relocation of the Jackson Creek channel. Both operations required the use of the only large dozer on the project which effectively shut down other grading operations. The project was too small to require additional equipment of this type for normal operations, so the extra work required an additional 3 work days.

The delay in receipt of culvert was caused by the fact that the exact length of one culvert could not be determined until the completion of embankment foundation excavation at the site. The length of this culvert had to be determined and the culvert ordered, delivered and installed between the completion of the excavation and the start of fill placement. Because of the very short length of the project, this was the only work space available, so the normal pipe delivery time caused a delay of one day.

Thus, factors beyond the control of the contractor caused delays that totaled 4 work days. We recommend approval of the time extension as requested by the contractor, which will eliminate liquidated damages on the project.

This is a Secondary project, so Bureau of Public Roads concurrence is not required. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc L. H. Young

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
SEP 23 1963

FOR FILING

[illegible]

5997

September 20, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 26 on Contract No. 5997. The contract was with Buckley Bell Construction Company and was for grading on the Jackson Creek Section of the Netarts-Sand Lake Road (FAS Route 617) in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 20, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Lloyd P. Shaw
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

H. CLAY MYERS, COUNTY JUDGE

H. TILDEN, COUNTY COMMISSIONER
L. C. SCHULMERICH, COUNTY COMMISSIONER

Tillamook County

TILLAMOOK, OREGON

RECEIVED
AUG 13 1963

FOR FILING

5997

NOTED
H. S. COX

PLEASE RETURN TO
LLOYD P. SHAW

SHAW

July 31, 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The Jackson Creek Section of the Netarts-Sandlake Road, which was constructed under State Highway Contract No. 5997, has been completed satisfactorily.

Tillamook County will assume jurisdictions over this section of the road as of July 26, 1963.

Yours very truly,

TILLAMOOK COUNTY COURT

H. Clay Myers
County Judge

F. H. Tilden
County Commissioner

L. C. Schulmerich
County Commissioner

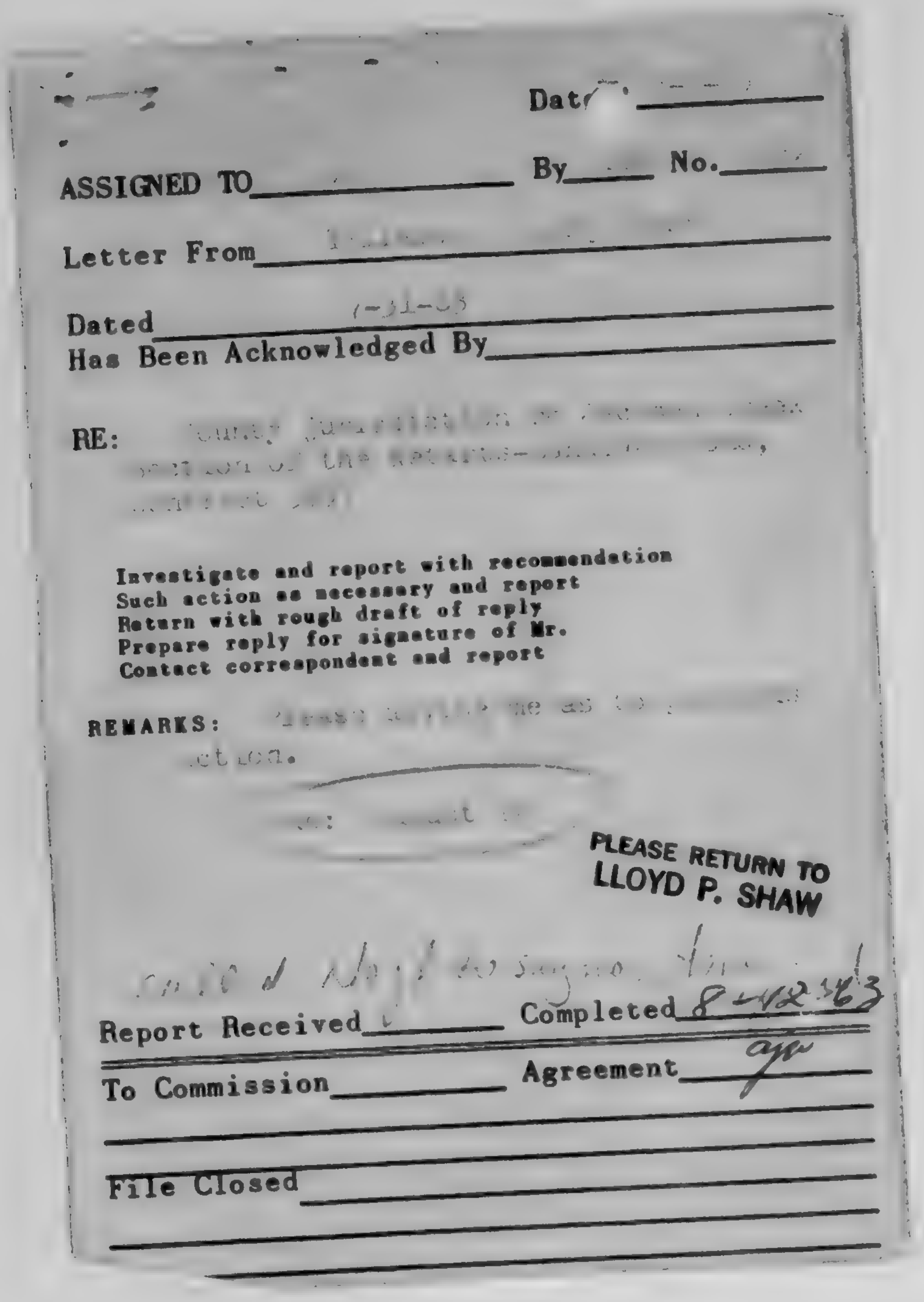
County was not notified from this office as this was [illegible] only and we only [illegible] notifications on [illegible] jobs.

V. JI

RECEIVED
AUG 5 1963
STATE HIGHWAY [illegible]

RECEIVED
AUG 1 1963
OFFICE OF
STATE [illegible]

RECEIVED
AUG - 2 1963
OREGON
STATE HIGHWAY COMMISSION



Date [illegible]

ASSIGNED TO [illegible] By [illegible] No. [illegible]

Letter From [illegible]

Dated 1-31-63

Has Been Acknowledged By

RE: County jurisdiction [illegible] section of the [illegible] [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: Please advise me as to [illegible] action.

[illegible]

PLEASE RETURN TO
LLOYD P. SHAW

[illegible]

Report Received [illegible] Completed 8-12-63

To Commission Agreement ajw

File Closed

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1962

Section Jackson Creek

Highway Netarts- Sandlake County Tillamook

Contractor Buckley Bell Construction Co.

Date of contract Oct. 25, 1961

Date work started Nov. 9, 1961

Project authorization $ 95,430

Exclusive of engineering $ 88,644

Kind of work Grading

Section prefix 529-1075

Contract number 5997

Specified work days 70

Work days used 33

Per cent of time elapsed 47 %

Estimated cost of completed project, exclusive of engineering $ 78,553

Estimated per cent underrun 11 %

Per cent of contract completed, based on estimated cost 55 %

Engineering authorization $ 6,786

Engineering cost to date $ 4,153, 61 %

Date project was completed —, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
90	22	39	100	—	—	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Best excavation week that we have had; moved between 9 & 10,000 yds, worked in all cuts from beginning of project to Sta. 47 where dozer started pushing down into the Jackson Creek fill. Some additional clearing but delayed by breakdowns.

The material is still so wet that contractor has to rotate among cuts. Took 2 compaction tests - both good; checked moisture content again at 5 locations and found it to range from 32 to 62 %.

Rock at top of ground at Sta. 49 - 51 but not at Sta. 46 - 48. We have to change cut slopes here, compounding them, flatter on top than planned, using the 1:1 changing to ½:1 lower in cut.

Antipated completion date : Oct. 1, 1962

Noted
M. N. Juve

NOTED

Signed John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.04				
Miles partially completed	0.80				
Miles completed	0				
Total estimated quantities (contract)	76,060				
Total quantities corrected to date	"				
Estimated quantities moved or placed to date	29,510				
Average daily quantities	900				
Average daily quantities necessary to complete project on time	1,260				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Men 4

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors 5

Equipment used during week: Shovels ...., Power graders ..1...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ~~x2~~ 3, Compaction rollers ...., Tractors w/scrapers 2, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Overcast		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	Overcast		
Saturday	Overcast A.M. Fair P.M.		

JUL • 62

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 11, 1962

Section Jackson Creek

Highway Netarts- Sandlake County Tillamook

Contractor Buckley Bell Construction Co.

Date of contract Oct. 25, 1961

Date work started Nov. 9, 1961

Project authorization $ 95,430

Exclusive of engineering $ 88,644

Kind of work Grading

Section prefix 529-1075

Contract number 5997

Specified work days 70

Work days used 5

Per cent of time elapsed 7 %

Estimated cost of completed project, exclusive of engineering . . . $ 77,676

Estimated per cent ~~XXXXXXXXX~~ underrun . . . 12 %

Per cent of contract completed, based on estimated cost . . . 33 %

Engineering authorization $ 6,786

Engineering cost to date $ 1,773, 26.1 %

Date project was completed ——, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
40	0	1.9	100	-	-	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No work this week.

New channel at Jackson Creek seems to be working O.K.

Anticipated completion date: Oct. 1, 1962

NOTED

K58f CB

Signed John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.04				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities (contract)	76,060				
Total quantities corrected to date	"				
Estimated quantities moved or placed to date	1415				
Average daily quantities	–				
Average daily quantities necessary to complete project on time	1,155				
Number shifts per day	~~1~~				
Hours per shift	—				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain Showers		
Tuesday	"		
Wednesday	Overcast		
Thursday	Rain, stormy		
Friday	Fair		
Saturday			

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 14, 19 62

Section Jackson Creek

Kind of work Grading

Highway Netarts-Sandlake County Tillamook

Section prefix 529-1075

Contractor Buckley Bell Construction Co.

Contract number 5997

Date of contract Oct. 25, 19 61

Specified work days 70

Date work started Nov. 9, 19 61

Work days used 5

Project authorization $ 95,430

Exclusive of engineering $ 88,644

Per cent of time elapsed 7 %

Estimated cost of completed project, exclusive of engineering . $ 80,612

Estimated per cent ~~xxxxxxxx~~ underrun 9 %

~~Per cent of contract completed based~~ on estimated cost 23 %

~~Engineering authorization~~ $ 6,786

~~Engineering cost to date~~ $ 1,104, 16.3 %

Date project was completed —, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
40	0	1.2	57			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Continued placing forms and steel for sidewalls and wing walls of Jackson Creek box culvert and then poured this part on Thurs, approx. 50+ cu. yd. Had generator trouble during pour, using electric vibrator, and had to hold concrete trucks and work late to finish pour. Started stripping forms Fri. using them to start forming for the top of the box.

Asst. Div. Engr. Asburry and Bud Shirley of Parks Div. visited job on Wed.

Anticipated completion date: Sept. 1, 1962

CONSTRUCTION DIVISION
RECEIVED
JAN 16 1962

NOTED
R. L. PORTER

Signed John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.04				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities (contract)	76,060				
Total quantities corrected to date	"				
Estimated quantities moved or placed to date	925				
Average daily quantities					
Average daily quantities necessary to complete project on time	1155				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Men 5

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 3 (ready mix trucks - 1 day)

Men and tractors

(to place concrete)

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Lt. mist clearing		
Monday	Lt. showers-clearing P.M.		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	Rainy		
Saturday			

RECEIVED
DEC 1 1961
FOR FILING

11-21-61

FO R-2
(REV. 6-61)

Form Approved; Budget Bureau No. 41-R2089

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

PROGRESS REPORT NO.	4
ATE	Oregon
COUNTY	Tillamook
PROJECT NO.	S-432(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 5 mi. South Netarts, south 1.4 mile.
(Jackson Creek Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	9-21-61	1.03

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 93,309.00	$ 58,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C. G. Polk
By:
(Division Engineer)
R. C. Wright, Administrative Manager

Date executed by Division Engineer November 29, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Jackson Creek Section, Project No. S-432(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

November 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Jackson Creek Section, Project No. S-432(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-432(2)

JACKSON CREEK SECTION OF THE
NETARTS-SAND LAKE ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 13, 1961

Type Code 0010
Roadway (Sta. 0+00 to Sta. 54+73) (Contract No. 5997)

Clearing and Grubbing	All Required		$ 8,500.00
Felling Danger Trees	24 sq. ft.	$ 3.00	72.00
Drainage Excavation, Unclassified	550 cu. yds.	1.50	825.00
Embankment Foundation Excavation, Unclassified	560 cu. yds.	1.00	560.00
General Excavation, Unclassified	75,500 cu. yds.	0.42	31,710.00
Short Overhaul	72,300 yd. stas.	0.03	2,169.00
Long Overhaul	330 C-yd. stas.	1.00	330.00
Finishing Roadbed and Slopes	1.04 mile	1,000.00	1,040.00
12-inch Concrete Pipe	32 lin.ft.	2.35	75.20
18-inch Concrete Pipe	500 lin.ft.	4.05	2,025.00
12-inch Corrugated Metal Pipe	134 lin.ft.	3.33	446.22
18-inch Corrugated Metal Pipe	240 lin.ft.	4.65	1,116.00
30-inch Corrugated Metal Pipe	110 lin.ft.	9.03	993.30
36-inch Corrugated Metal Pipe	70 lin.ft.	13.25	927.50
30-inch Half Circle Corrugated Metal Pipe	220 lin.ft.	5.11	1,124.20
6-inch Metal Drain Pipe	130 lin.ft.	1.75	227.50
6-inch Perforated Metal Drain Pipe	480 lin. ft.	1.75	840.00
Special Backfill in Drains	66 cu. yds.	6.00	396.00
Class "A" Concrete	290 cu. yds.	78.00	22,620.00
Metal Reinforcement	56,500 lbs.	0.14	7,910.00
Loose Riprap	110 cu. yds.	7.00	770.00
			$84,676.92
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Relocate Gate	All Required		50.00
			$ 150.00
	Subtotal		$84,826.92
	10% Engr. & Cont.		8,482.08
	Total		$93,309.00

Length of Roadway	1.037 Mile
Cost of Roadway Per Mile	$89,979.74

Federal Funds	$58,700.00
State Funds	17,304.50
County Funds.	17,304.50
	$93,309.00

State Funds for Const:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint:	Chap. 529, laws 1939.

[illegible] Cooper

The [illegible] matter is under
con[illegible]. The 2nd [illegible] [illegible]
[illegible] [illegible]. The Comm[illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible]

5917

WILLIAMS: Jackson Creek Grading , a county federal road in Tillamook County around Cape Lookout. Engineer's estimate $115, 670. We got a low bid from the Linn-Lane Construction Co. of Sweet Home in the amount of $82, 652. Now there is a little complication there. We may get a kick-back on it. They had an error in their bidding sheets. They had put down a figure for concrete of $10, which is too low, but it was distinctly written in there -- ten dollars a yard. They extended it at $60 a yard, which made them very materially higher. Some $20, 000 -- $94, 000 was originally bid. When corrected to this figure of $10 a yard we got $82, 000. Now they may fuss about taking the contract, I don't know. We recommend that

MCIVER: Well then if that is so in that particular case should we then let them out by virtue of what you have done to these others.

WILLIAMS: I don't think so on that one. They distinctly wrote it in there, although we know that $10 is preposterous for concrete - a $60 figure is about right. We might have to let them out.

MCIVER: It is the same thing of the case ~~this morning~~ we let out this morning. We knew that that figure there was

WILLIAMS: If he raises a fuss about it I think you are right. We would have to let him out. There is only $2, 000 between he and the next bidder.

NOTED
[illegible] COOPER

FRIDLEY You can award to the second bidder, then ?

WILLIAMS: We can award to Buckley Bell, the second bidder, if he runs out on it. We recommend that you accept his bid and award the contract to him, and then he has to make his pitch what he will do.

MCIVER: Would you want to amend that to if for any reason he wants out that we would authorize you to award it to the second man.

WILLIAMS: Can we do that ?

LINDAS Yes, you can reject any and all bids. You can award this bid.

MCIVER: We are saying that if this man won't take it.

WILLIAMS: The second bid is an awful good bid.

JACKSON: It would save time.

LINDAS: It seems a double action on your part. You wouldn't have to come back and re . .

Porter – [illegible]

Bring up nov. 3 -

MCIVER: Right.

WILLIAMS: Alright, then we will find out if he will take the contract, and if he will not, then we will award to the second bidder.

MCIVER: By this action.

WILLIAMS: By the Commission's action.

LINDAS: Yes, that will be alright.

WILLIAMS: Have you got that, Floyd?

RECEIVED
NOV 29 1961
FOR FILING

[illegible]
4997

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
October 27, 1961

Agenda Item 31-1

FAS Project Agreement
Tillamook County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Tillmook County covering the Jackson Creek Section of FAS 617 in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

Secretary

rn
Enc.

FORM E-30 50M 7-60 29395

AGENDA
OCT 30 1961

3 l-1

3.C.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1961

SUBJECT: FAS Project Agreement
Tillamook County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Jackson Creek Section of FAS 617 in Tillamook County. Two copies have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 9/29/60 and 3/10/61.

John D. Graham
John D. Graham
County & City Relations Office Engineer

DH:mm
Att.

Ⓐ
2 COPIES TO
BE SIGNED
(by secretary)

RECOMMENDED
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-29-60 Min page 32845 & 3-10-61 - Min Page 33017
rm.

Secretary

E. R.

RECEIVED
OCT 31 1961
FOR FILING

5997

October 25, 1961

Buckley Bell
1969 N.E. Diamond Lake Boulevard
Roseburg, Oregon

Dear Mr. Bell:

On October 18 you submitted a bid in the amount of $84,676.92 for grading the Jackson Creek Section of the Netarts-Sand Lake Highway, near Cape Lookout State Park in Tillamook County. Yours was the second low bid.

The low bid was submitted by Linn-Lane Construction Company, Sweet Home, in the amount of $82,652; however, they have advised us that they do not wish to accept the contract.

The Commission has authorized the award of the contract, which has been assigned number 5997, to you at your bid figure, and this letter is to advise you of that award.

Contract forms will be prepared and sent to you within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jme

cc: Forrest Cooper
L. I. Lindas
R. L. Porter
Tom Edwards
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
NOV 6 1961
FOR FILING

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

599

November 6, 1961

Buckley Bell Const. Co.,
1969 NE Diamond Lake Blvd.,
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5997, awarded October 25, 1961, for grading the Jackson Creek Section of the Netarts-Sand Lake Road (FAS 617) in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
OCT 27 1961
FOR FILING

5997

October 27, 1961

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing for the records and files of Tillamook County a fully executed copy of an agreement between the State Highway Commission and Tillamook County covering the Jackson Creek Section of FAS 617 in Tillamook County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
OCT [illegible] 1961

FOR FILING

5997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1961

To: Mr. R. L. Porter
OFFICE

SUBJECT: Advance Deposit
FAS 617, Tillamook County

We have received this date Tillamook County's advance deposit of $19,500 representing the County's share for construction of the Jackson Creek Section of FAS 617.

The project is now ready for award of a contract.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson

NOTED
[illegible]

RECEIVED
OCT [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

S-482(1)   Powder River (Keating) Br.   1961

#5228

FAS 509
Baker Co

NOTED
H. S. COX

June 22, 1964

NOTED
P. B. Alousmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

File

Final costs are now available on the Keating Bridge Section, FAS 509, Contract No. 5998 and the West Unit, Rock Creek-Haines Section of FAS 507, Contract No. 6291, as shown in the enclosed cost statements.

In accordance with agreements dated October 20, 1961 and March 16, 1963, the amount of $4,727.30 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

RECEIVED
JAN 3 1963

FOR FILING

[illegible]
[illegible]

January 2, 1963

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-15-61	CC 871		500-1051-297

NOTED
R. M. ALLISON

INVOICE NUMBER
81887

RECEIVED
JUN 16
ENGINEER
COUNTY & CITY DIVISION

Baker County
Courthouse
Baker, Oregon
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Keating Bridge, FAS 509. Covered by agreement dated October 20, 1961.			
County advance deposit		27,000.00	
Less Amount transferred		18,000.00	
			9,000.00
County share as per attached statement		23,449.50	
Less amount previously transferred		18,000.00	
			5,449.50
To be refunded			3,550.50

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
H. S. CO.

NOTED
JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150 (REVISED 7-60)

RECEIVED
JAN 3 1963
FOR FILING

January 2, 1963

US Fidelity & Guaranty Co.,
Portland Office
201 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

On December 14, 1962, you were notified of the release of final payment on contract #5998, awarded to Bechtel Bros., for construction of the Powder River Bridge on the Baker County Road (FAS 509) in Baker County.

Final payment on this contract is $5,377.32 and the total contract amount is $35,563.60. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bechtel Brothers
P. O. Box 792
LaGrande, Oregon

cc: C. H. Maison

RECEIVED
DEC 14 1962
FOR FILI

[illegible]

5998

December 13, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 28 on Contract 5998. The contract was with Bechtel Brothers and was for work on the Keating Bridge over Powder River on the Baker County Road in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 13, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

er

NOTED
DON HARWELL

NOTED
H. S. COX

December 6, 1962

NOTED
R. H. PRANGE

Baker County Court
Courthouse
Baker, Oregon

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Gentlemen:

This is to advise you that work on the Powder River (Keating) Bridge on FAS 509 in Baker County was completed on November 28, 1962.

Under the terms of the agreement dated October 2[illegible], 1961, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
H. S. COX
NOTED
DON HARWELL
NOTED
JOHN D. GRAHAM

December 3, 1962

RECEIVED
DEC 4 - 1962
ENGINEER
COUNTY & CITY RELATIONS

Baker Co. - FAS # 509

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 28, 1962, on Contract No. 5998, Powder River (Keating) Bridge, in Baker County, in connection with Federal-aid project No. F-482(1).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below that might prevent your acceptance of the project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

CAG:dl
cc: L. H. Young
C. H. Maison
H. S. Cox

Letter to County
12-5-62 VJ

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

RECEIVED
1962

5998

D Cook

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 11, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage, N.E.
Salem, Oregon

Dear Mr. Polk:

Re: Powder River (Keating) Bridge
Baker County
Contract No. 5998
FAP No. S-482(1)

Bechtel Brothers began work on the Powder River (Keating) Bridge project on the Baker County Road in Baker County, Contract No. 5998, FAP No. S-482(1) on January 8, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

mm

cc: Mr. J. H. Nash
Mr. D. B. Parkes
Mr. Floyd Query ✓

11-29-61

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
DEC 1 1961
FOR FILING

MONTHLY TRANSACTION NO. 12	FORM [illegible]-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	STATE Oregon
PROJECT REPORT NO. [illegible] (1) 5994		COUNTY Baker
		PROJECT NO. S-482(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Powder River (Keating) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-61	0.02
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 41,000.00	$ 11,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright, Administrative Manager

Date executed by Division Engineer November 29, 1961

USCOMM-DC 49447-P61

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Powder River (Keating) Bridge, Project No. S-482(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Powder River (Keating) Bridge, Project No. S-482(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Enc.

File
Copy

Oregon State Highway Department

Federal Aid Secondary
Project No. S-482(1)

POWDER RIVER (KEATING) BRIDGE ON FAS 529 IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 9, 1961

Type Code E021
Powder River Bridge (Sta. 109+94 to Sta. 111+14) (Contract No. 5998)

Shoring, Cribbing, etc.	All Required		$ 4,500.00
Structural Excavation	140 cu. yds.	$ 6.00	840.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Furnish Treated Timber Piling	1,980 lin. ft.	1.32	2,613.60
Drive Timber Piles	46 only	60.00	2,760.00
Class "A" Concrete (220 cu. yds.)	All Required		17,600.00
Metal Reinforcement (57,000 lbs.)	All Required		8,700.00
8-inch Metal Drain Pipe	20 lin. ft.	8.00	160.00
	Subtotal		$37,273.60
	10% Engr. & Cont.		3,726.40
	Total		$41,000.00

Length of Structure . . . . 0.023 Mile

Federal Funds	$11,900.00
State Funds	3,550.00
County Funds	25,550.00
	$41,000.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
FORM 2-12
NOV 16 1961
FOR FILING

5998

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 16, 1961

Bechtel Brothers
P. O. Box 792
LaGrande
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5998, awarded October 25, 1961, for construction of the Powder River (Keating) Bridge on County Road (FAS 509) in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

MISC. CONTRACTS and AGREEMENTS No. ____

RECEIVED
NOV 29 1961
FOR FILING

(1)

2997

Salem, Oregon
October 27, 1961

Agenda Item 31-2

FAS Project Agreement
Baker County

Mr. H. S. Cox
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Baker County covering construction of the Powder River (Keating) Bridge on FAS 509 in Baker County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Baker County Court.

Secretary

rn
Enc.

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1961

AGENDA
OCT 20 1961

3 l-2

SUBJECT: FAS Project Agreement
Baker County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the construction of the Powder River (Keating) Bridge on FAS 509 in Baker County. Two copies have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary.

The project was previously approved 1/27/61.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

Ⓐ
2 COPIES TO
BE SIGNED

(by Secretary)

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-27-61 Min Page 32985

E. R.

RECEIVED
OCT 27 1961
FOR FILING

4997

October 27, 1961

County Court of Baker County
Court House
Baker, Oregon

Gentlemen:

We are enclosing for the records and files of Baker County a fully executed copy of an agreement between the State Highway Commission and Baker County covering the construction of the Powder River (Keating) Bridge on FAS 509 in Baker County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-26-61	CC 721		501-1051-297

~~NOTED~~
H. S. COX

INVOICE NUMBER 71959

Baker County
Courthouse
Baker, Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$27,000.00
Partial transfer county advance deposit for Powder River (Keating) Bridge, FAS 509. Covered by agreement dated 10/20/61.			18,000.00
			$ 9,000.00
To be retained			

RECEIVED
OCT 26 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANGE

NOTED
JOHN D GRAHAM

NOTED
DON HARWELL

ACKNOWLEDGMENT OF [illegible] REQUEST
Cash Received with Request. $
By ____________

A 150 (REVISED 7-60)

NOTED
H. S. COX

October 26, 1961

NOTED
Harold C. Ayers

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $27,000 for the Powder River (Keating) Bridge Section of FAS 509. Contract #5998 has been awarded to Bechtel Brothers of La Grande.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
R. H. PRANGE

V. R. Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:mn
Encl.

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

RECEIVED
26 1961
FOR FILING
5998

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1961

SUBJECT: Advance Deposit
FAS 509, Baker County

To: Mr. Ivan Merchant
Bridge Engineer
OFFICE

We have received this date Baker County's advance deposit on its share of the estimated cost for construction of the Powder River (Keating) Bridge on FAS 509.

The project is now ready for award of a contract.

John D. Graham (mm)
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson

RECEIVED
1961
OFFICE OF
STATE
ENGINEER

NOTED
V. R. JONES

NOTED
H. S. COX

October 19, 1961

Baker County Court
Courthouse
Baker, Oregon

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

Gentlemen:

On October 18, a satisfactory bid was received from Bechtel Bros. of La Grande for construction of the Powder River Bridge on FAS 509. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract:

Bid Items	$37,273.60	
Engineering & Contingencies, 12-1/2%	4,659.20	
Estimated Total Cost - - - - - -	$41,932.80	
County Advance Deposit		
20% of $19,000 - - - - - - - - - -	$ 3,800.00	
100% in excess of $19,000 - - -	22,932.80	
TOTAL DEPOSIT REQUIRED - - - - -	$26,732.80	or say $27,000

NOTED
DON HARWELL

Please make this advance deposit by means of a check in the amount of $27,000 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County and City Relations Field Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
W. R. JONES

September 28, 1961

Baker County Court
Courthouse
Baker, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
DON HARWELL

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Powder River (Keating) Bridge Section of FAS 509.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $37,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential. At Baker County's request only $19,000 of FAS funds will be used on this project and the additional costs will be 100% county funds.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than October 10.

It is presently planned to accept bids for this project on October 18.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

W. R. Jones
W. R. Jones
County & City Relations Field Engineer

WRJ:mm
Encl.

Salem, Oregon
July 17, 1961

Keating Bridge Section
FAS 509, Baker County

Mr. Earl Saling
Right of Way Office Manager
OFFICE

NOTED
Harold C. Ayers

Attached is a right-of-way certificate covering file number 33511 on the above project.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. __________

Highway No. FAS 509

Name of Project Keating Bridge Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Baker, Oregon, this 11th day of July, 1961.

Baker County Court

Lloyd Rea
Judge

R.M. Riggs
Commissioner

Gill O Wright
Commissioner

BAKER COUNTY
BAKER • OREGON

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
[redacted]

July 12, 1961

FAS 509

RECEIVED
JUL 14 1961
ENGINEER
COUNTY & CITY RELATIONS

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: C. G. Swenson
County & City Relations Engineer

Dear Mr. Swenson:

Enclosed we are returning the completed forms as per your request in your letter of June 13th, regarding the Keating Bridge project.

In reference to the old bridge, please be advised that Baker County will remove the old bridge and retain it as county property. Thank you for calling this to our attention.

Sincerely,

Durward L. Best

Durward L. Best
Roadmaster

DLB:bvl

encl: 1 copy of option
2 copies right-of-way certificates

Copy of letter
to Bridge Dept
7/14/61

NOTED
C. G. SWENSON

MEMO TO J.W. NASH
6/23/61

FAS 509, BAKER COUNTY

TERMINI: Bridge over Powder River approximately 0.6 mile south of Keating (Powder River (Keating) Bridge).

PROPOSED WORK: Construct one 120' concrete bridge.

PROJECT LENGTH: [illegible] 0.024 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$40,000	$11,400	$3,800	$24,800 (County)

EXISTING FACILITIES: Steel pony truss 75' long and 15' wide. Bridge too narrow and in a deteriorated condition.

ADJACENT SECTIONS
NORTH END: 16' gravel, 20' roadway.
SOUTH END: 16' gravel, 20' roadway.

PROJECT DATA: Construct a 120' prestressed precast slab beam span concrete bridge on treated timber piling. Bridge will be constructed on new alignment with approaches to be constructed by the county. The approaches will be graveled 28' wide on a 28' roadway built to satisfactory highway dept. standards for vertical and horizontal alignment. Bridge width will be 26'.

ROW:	60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING	None
SYSTEM ACTION:	None required
PUBLIC HEARING	None required
UNUSUAL OR COMPLICATED SITUATION:	None

ROUTE DATA: Serves area with large ranches raising cattle and hay. Outlet for large range area. This is a mail and school bus route.

VRJ:mm

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

June 13, 1961

Mr. Durward Best
Baker County Roadmaster
Courthouse
Baker, Oregon

FAS 509

Dear Mr. Best:

Enclosed is one option form in quadruplicate covering right-of-way for the Keating Bridge project. If the option form is used in right-of-way negotiations, please return one signed form noting any conditions thereon which might affect the FAS project. If this form is not used, please notify this office by letter of any conditions which might affect the construction project.

Enclosed also are three copies of a right-of-way certificate. After negotiations have been completed, please have the County Court sign these forms and return two copies to this office.

One matter which I don't believe has ever been discussed in connection with this project is disposition of the existing bridge. Would you please notify us as soon as possible if the County will remove this bridge or, if it is to be removed by the contractor, would the structure become the property of the contractor or should it be stockpiled for later use by the County?

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: Mr. Earl Saling

R/w Maps sent under
separate cover

NOTED

NOTED

Salem, Oregon
4/19/61

Mr. J. E. Morelock
OFFICE

Keating Bridge
FAS 509, Baker County

The subject named project has been inspected and found to be consistent with the project as requested by the county and approved by the Highway Commission with the following exception:

Originally this structure was written up as having a H.C. of 24 feet. The county now requests that this structure be built with a H.C. of 26 feet.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Ivan Merchant
V. G. O'Neil

NOTED
JOHN D. G

NOTED
COX

O.K.
NOTED
[illegible]

NOTED
C. G. SWENSON

LOCATION PROSPECTUS
KEATING BRIDGE SECTION
FAS 509
BAKER COUNTY

2-7-61

The following prospectus is submitted in regard to the above-mentioned bridge, which is located on FAS 509 approximately 0.5 mile southwest of Keating. The overall length of the project is 0.3 mile.

This will be a location survey for the purpose of preparing plans and estimates for a new structure across the Powder River on revised alignment. The county will do the grading and surfacing on road connections and approaches and will construct a detour.

There have been no prior surveys on this project. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The 1959 ADT is 60 and the projected 1979 ADT is 85. The proposed structure will have a horizontal clearance of 24 feet and carry two 10-foot lanes with 2-foot shy distance. The typical section for approaches will be two 10-foot lanes with 3-foot shoulders.

The suggested tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Mat
Top Course, Base	3 "	3/4-0 Level
Bottom Course, Base	14 "	Pit Run
Total Depth	18¼"	

(Base design subject to change upon completion of soils investigation.)

Agreements with the county will not be necessary.

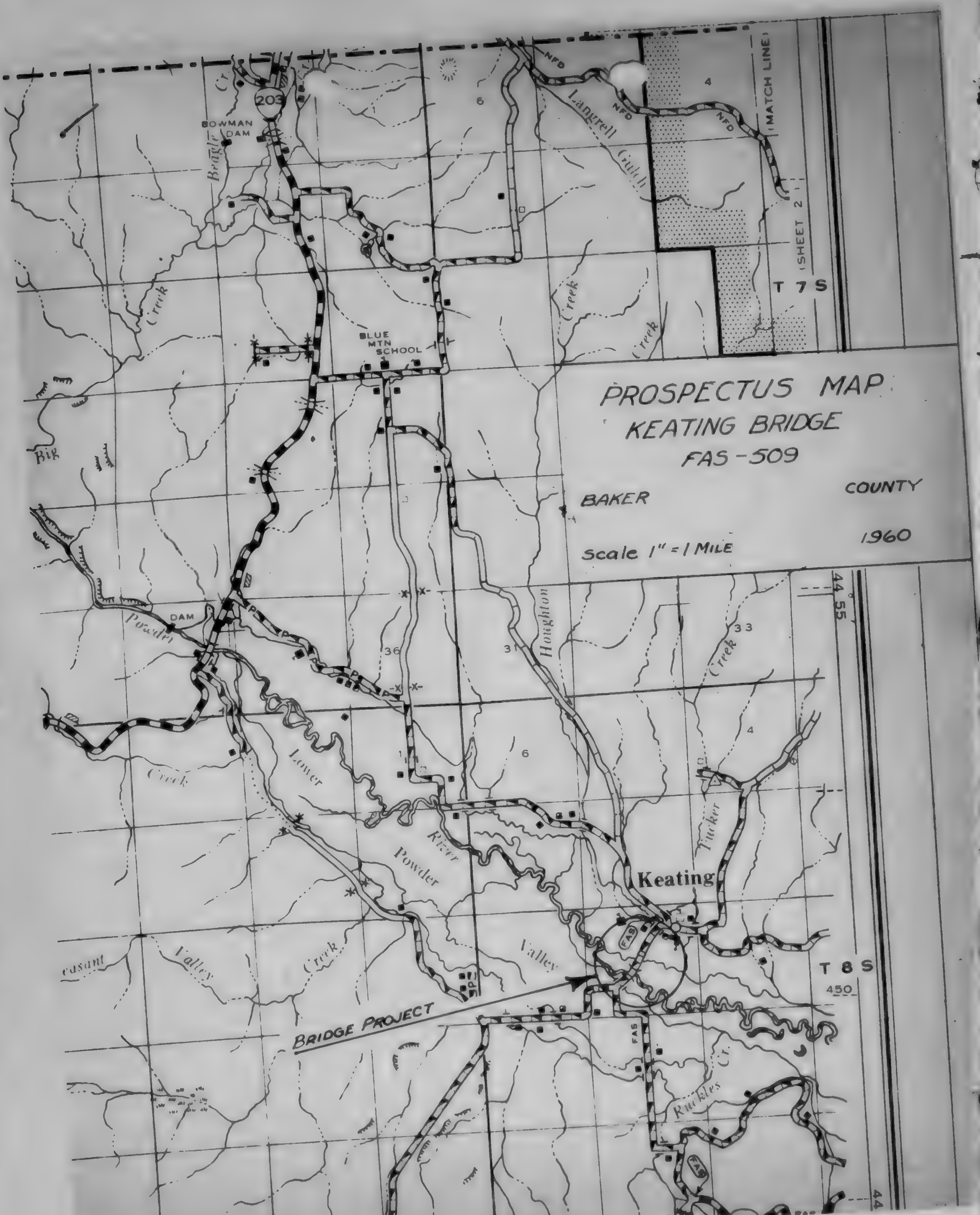
There are no State parks affected by this project.

February 7, 1961

Attach.

RECEIVED
FEB 9 1961
ENGINEER
COUNTY & CITY RELATIONS

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright



PROSPECTUS MAP
KEATING BRIDGE
FAS - 509

BAKER COUNTY

1960

Scale 1" = 1 MILE

203
BOWMAN DAM
Beagle Cr.
NFD
Langrell Gulch
(MATCH LINE)
(SHEET 2)
T 7 S
BLUE MTN SCHOOL
Big Creek
Creek
Powder
DAM
Houghton
Creek
Tucker
Lower Powder River
Keating
FAS
Pleasant Valley
Creek
Valley
BRIDGE PROJECT
Ruckles Cr.
T 8 S
44 55
450
44
1
4
6
36
31
33

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 23, 1960

Mr. Durward Best
Baker County Roadmaster
Courthouse
Baker, Oregon

FAS 509, Keating Bridge

Dear Mr. Best:

I am enclosing the proposed base design for the Keating Bridge project. You will note it shows 14" of pit run gravel base with 3" leveling course. No source has been designated for the pit run but the Soils Division mentioned a possible pit situated about 1.5 miles north of the junction of FAS 499 with the Baker-Homestead Highway and on the east side of the road to Keating. With a thought of future work on FAS 499, it might be well to have this source investigated and the material tested.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

Verne R. Jones
Field Engineer

NOTED
JOHN D. GRAHAM

VRJ:mm
Encl.

BAKER COUNTY
PROPOSED PROJECT

12-16-60

FAS 509, Keating Bridge, $19,000. The proposed project is to replace the existing 75' steel pony truss bridge over the Powder River with a new structure having a roadway width of 24'. It will probably be necessary to realign a short section of the existing road south of the bridge site. The County will do the grading and surfacing on road connections and approaches and will construct a detour. The $19,000 of FAS funds represents the balance of 1962 funds available to Baker County and this amount will be supplemented with sufficient county funds to finance the total construction cost.

See Corr Gen file

The County plans, with its own funds, to construct a bridge over Pine Creek near Halfway and the State Highway Department has been requested to design, contract, and supervise construction of this structure. As this bridge is in the same area as the FAS bridge project, it may be advantageous to include both structures in the same contract. Durward Best, Baker County Road Superintendent, should be contacted prior to starting surveys at the bridge sites.

61-a
12/16/60

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

December 9, 1960

Clarence G. Swenson
County, City Relations Department
Oregon State Highway
Salem, Oregon

Dear Mr. Swenson:

We would appreciate it very much if you would ask the Bridge Department to design a bridge for us on Pine Creek, near Pine, Oregon. We would also need a vicinity map with the possibility of some amount of road survey near the bridge. We would like for the 'state' to handle all of these matters for us.

See Co Rds, Gen file

Vern Jones was here and the Court discussed our FAS program with him. We are building another bridge under the FAS program, and we would appreciate it if you would discuss this matter with Mr. Jones to see if it would be to our advantage if the bridge contracts would be let at the same time.

Fas 509

Thanks very much for your assistance on these matters, I remain

Sincerely,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

RECEIVED
DEC 12 1960
ENGINEER
COUNTY & CITY RELATIONS

Clatskanie
Coop Const Agr,
5-9-61
[illegible] H 2376

RECEIVED
NOV 7 1968
ENGINEER
COUNTY & CITY DIVISION

MEMO TO FILES
①

~~6 NOV 68~~
~~CSS [illegible]~~

CITY OF CLATSKANIE

WATER LINE RELOCATION – WESTPORT - CLATSKANIE CONTRACT 5997. FRED [illegible] AND MYSELF CALLED AT THE CITY HALL 6 NOV 8 AND DISCUSSED THE BILLING WITH THE MAYOR ([illegible]) AND WATER SUPT.

See: Const
R/W
Col. R. (L) '66

HISTORY TO [illegible]:

CITY/STATE FORMAL AGREEMENT DATED 9 MAY 61, PAR 3 STATE AGREED UPON RECEIPT OF [illegible] STATEMENT TO PAY FOR ALL LINES [illegible] NECESSARY TO RELOCATE OR EXTEND BECAUSE OF PROJECT – GEN [illegible] BY BOTH PARTIES ALL ACCOUNTING [illegible] WITH [illegible] BILL.

7/8 OCT 1968 CITY INSTALLED 2 [illegible] UNDER PAV'T TO PROVIDE SERVICE FOR 2 EXISTING CUSTOMERS. A 3" LINE [illegible] THE ROAD [illegible] WAS NOT [illegible] IN PLACE.

20 OCT 64, CITY RECORDER CONTACTED [illegible] AND ASKED FOR COPY OF [illegible] BILL.

22 OCT 64 COPY OF [illegible]

[illegible]

27 [illegible] S[illegible].

[illegible]

[illegible] SUPT.

See: Const R/W Col. R. (de) '66

HISTORY TO DATE [illegible]:

CITY/STATE FORMAL AGREEMENT DATED 7 MAY 61, PAR 3 STATE AGREED [illegible] RECEIPT OF ITEMIZED STATEMENT TO PAY FOR ALL LINES [illegible] NECESSARY TO RELOCATE OR EXTEND BECAUSE OF PROJECT — GEN PAR. #1 AGREED BY BOTH PARTIES ALL ACCOUNTING [illegible] COMPLY WITH BPR BULL.

7/[illegible] [illegible] CITY INSTALLED 2 CONDUITS UNDER PAVING TO PROVIDE SERVICE FOR 2 EXISTING CONSUMERS. A 3" LINE CROSSING THE ROAD [illegible] WESTERLY WAS NOT ABANDONED [illegible] IN PLACE.

20 OCT 64, CITY RECORDER CONTACTED [illegible] AND ASKED FOR COPY OF BPR BULL.

21 OCT 64 COPY OF BPR BULL [illegible]

27 OCT 64 — BILL FOR $7,[illegible] SENT TO STATE. [illegible]

[illegible]

DEC 30 64 — [illegible]

[illegible]

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDS

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

JAN 66 – FRED SUGNET MADE DETAILED SEARCH OF STATE GENERAL FILES. – THERE WAS NO INDICATION THAT ANY ESTIMATE OF COSTS HAD EVER BEEN RECEIVED BY THE STATE

7 FEB 66 – JESS JONES WROTE CITY DENYING CLAIM UNLESS CITY COULD FURNISH PRIOR APPROVAL OR PROPER AUTHORIZATION.

OVER 2½ YEARS ELAPSED ---

NOTHING FURTHER WAS HEARD FROM THE CITY UNTIL 18 OCT 68, WHEN MAYOR PLEY, RAY ASBURY AND DICK O'BRIEN CAME IN THE OFFICE TO LOOK AT THE FILE REGARDING PAYMENT TO THE CITY.

AT THIS POINT, THE GENERAL FILES WERE AGAIN SEARCHED BY VINCE GALLAGHER, THE CONSTRUCTION FILES BY JACK CARTWRIGHT, AND LEWIS OLIVER AND ED HALL WERE AGAIN CONTACTED, BUT NO EVIDENCE OF AN ESTIMATE OR AUTHORIZATION WERE FOUND.

6 NOV 68 – FRED SUGNET AND I CALLED AT THE CITY HALL, AND THIS IS A SUMMARY OF OUR FINDINGS:

1. THE STATE [illegible] 4" [illegible] EXTEN[illegible] THE [illegible] FOR MORE THAN 500'!

2. [illegible] 6" LINE, [illegible]

3. [illegible]

INDICATION THAT ANY ESTIMATE OF COSTS HAD EVER BEEN RECEIVED BY THE STATE

9 FEB 66 – JESS [illegible] WROTE CITY DENYING CLAIM UNLESS CITY COULD FURNISH PRIOR APPROVAL OR PROPER AUTHORIZATION.
OVER 2½ YEARS ELAPSED ---
NOTHING FURTHER WAS HEARD FROM THE CITY UNTIL 18 OCT 68, WHEN MAYOR [illegible], RAY ASBURY AND DICK [illegible] CAME IN THE OFFICE TO LOOK AT THE FILE REGARDING PAYMENT TO THE CITY.

AT THIS POINT, THE GENERAL FILES WERE AGAIN SEARCHED BY VINCE GALLAGHER, THE CONSTRUCTION FILES BY JACK CARTWRIGHT, AND [illegible] OLIVER AND ED HALL WERE AGAIN CONTACTED, BUT NO EVIDENCE OF AN ESTIMATE OR AUTHORIZATION WERE FOUND.

6 NOV 68 – FRED SUGNET AND I CALLED AT THE CITY HALL, AND THIS IS A SUMMARY OF OUR FINDINGS:

1. THE STATE HAD [illegible] A 4" WATERLINE EXTENSION UNDER THE HIGHWAY, [illegible] FOR MORE THAN 500!

2. THE [illegible] 6" LINE, [illegible]

3. THE [illegible] UNTIL THE [illegible].

4. [illegible] CUT [illegible]

5. THE APPROXIMATE 400' OF 6" LINE OUTSIDE THE PAVING, AND 188' OF 4" LINE CROSSING THE VERNONIA HIGHWAY WERE ALSO INSTALLED BECAUSE THEY HAD BEEN HAVING TROUBLE WITH THE OLD LINE DURING THE CONSTRUCTION AND FILL.

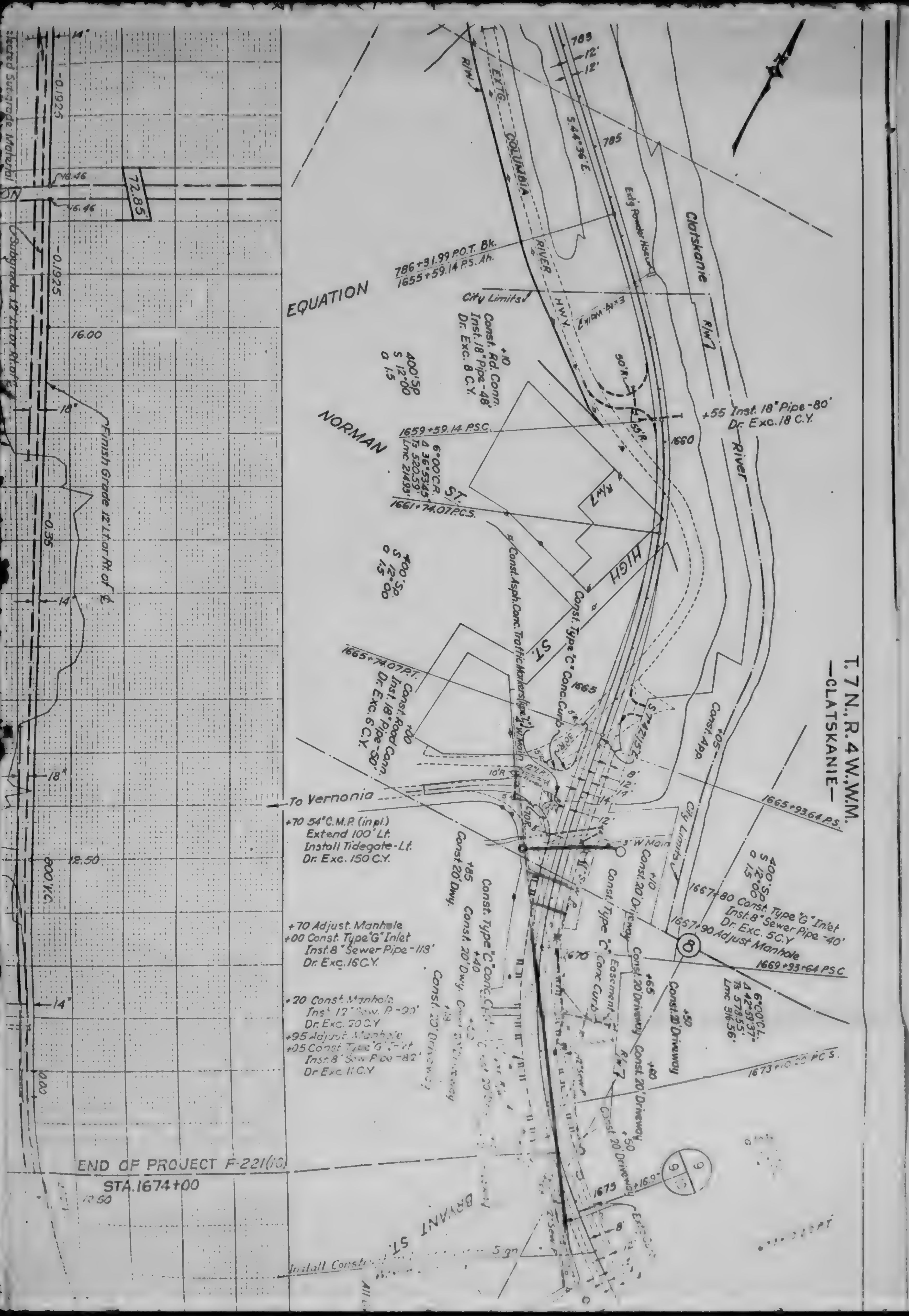
6. THE CITY IS SENDING AN AFFIDAVIT VERIFYING THAT THE OLD LINE WAS 6" INSTEAD OF 4".

7. THE CITY RECORDER WAS ASKED WHAT WORK RECORDS HE MIGHT HAVE TO SUPPORT THE BILLING, AND HE THOUGHT THEY WERE ALL DESTROYED EXCEPT FOR MATERIAL INVOICES, AND PERHAPS SOME PAYROLL CHECKS. HE IS TO SEARCH HIS FILES AND ADVISE THIS OFFICE OF HIS FINDINGS.

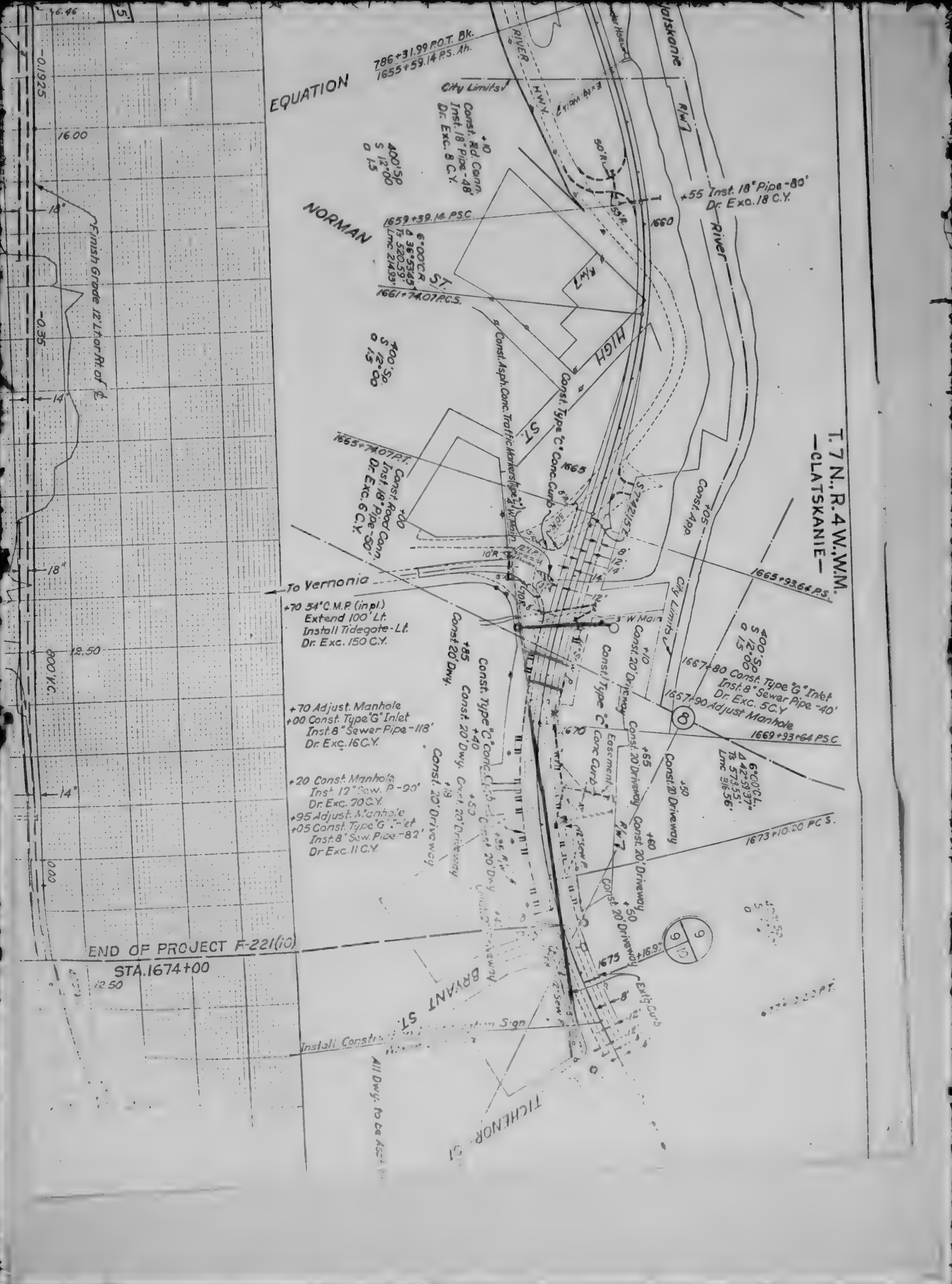
PERSONAL OPINION:

① THE STATE HAS NO LEGAL OBLIGATION TO PAY ANYTHING.

② ANY MORAL OBLIGATION SHOULD BE LIMITED TO THAT PORTION OF 6" LINE UNDER THE PAVEMENT, PLUS THE TWO CONDUITS AND TWO [illegible] SERVICES [illegible] TO EXISTING CONSUMERS.



783
12'
12'
R/W
EXT'G. COLUMBIA RIVER HWY.
S.44°36'E.
785
Ext'g Powder House
Clatskanie River
786+31.99 P.O.T. Bk.
1655+59.14 P.S. Ah.
EQUATION
City Limits
Ext'g Walk
R/W
+10 Const. Rd. Conn. Inst. 18" Pipe-48' Dr. Exc. 8 C.Y.
400'SD S 12.00 a 1.5
50'R.
+55 Inst. 18" Pipe-80' Dr. Exc. 18 C.Y.
NORMAN ST.
1659+59.14 P.S.C.
6°00'C.R. Δ 36°53'45" Ts 520.59' Lmc 214.39'
1660
R/W
1661+74.07 P.C.S.
HIGH ST.
+00 400'SD S 12.00 a 1.5
Const. Asph. Conc. Traffic Markers (Type "A")
Const. Type "C" Conc. Curb
1665
S.7°42'15"E.
1665+74.07 P.T.
+00 Const. Road Conn. Inst. 18" Pipe-50' Dr. Exc. 6 C.Y.
Const. App.
+05
1665+93.64 P.S.
To Vernonia
+70 54" C.M.P. (in pl.) Extend 100' Lt. Install Tidegate-Lt. Dr. Exc. 150 C.Y.
W Main
City Limits
+85 Const. 20' Dwy.
+10 Const. 20' Driveway
400'SD S 12.00 a 1.5
1667+80 Const. Type "G" Inlet Inst. 8" Sewer Pipe-40' Dr. Exc. 5 C.Y.
1667+90 Adjust Manhole
8
1669+93.64 P.S.C.
6°00'C.L. Δ 42°59'37" Ts 578.55' Lmc 316.56'
+70 Adjust. Manhole
+00 Const. Type "G" Inlet Inst. 8" Sewer Pipe-118' Dr. Exc. 16 C.Y.
+40 Const. Type "C" Conc. Curb
Const. 20' Dwy.
1670
Const. Type "C" Conc. Curb
Easement
+65 Const. 20' Driveway
+50 Const. 20' Driveway
+20 Const. Manhole Inst. 12" Sew. P.-30' Dr. Exc. 20 C.Y.
+95 Adjust. Manhole
+05 Const. Type "G" Inlet Inst. 8" Sew. Pipe-82' Dr. Exc. 11 C.Y.
Const. 20' Driveway
R/W
+80 Const. 20' Driveway
1673+10.20 P.C.S.
Const. 20' Driveway
+50
9
9/10
1675
+16.9
END OF PROJECT F-221(10)
STA. 1674+00
BRYANT ST.
Sign
Install Const.
T.7N., R.4W., W.M.
—CLATSKANIE—
14"
-0.1925
Selected Subgrade Material
72.85
76.46
6.46
Subgrade 12' Lt. or Rt. of ℄
-0.1925
16.00
18"
Finish Grade 12' Lt. or Rt. of ℄
-0.35
14"
18"
12.50
800' V.C.
14"
0.00
12.50


EQUATION
786+31.99 P.O.T. Bk.
1655+59.14 P.S. Ah.
City Limits
+10 Const. Rd. Conn. Inst. 18" Pipe - 48' Dr. Exc. 8 C.Y.
400' S.P. s 12.00 a 1.5
NORMAN ST.
1659+39.14 P.S.C.
6°00' C.R. Δ 36°53'45" Ts 320.59' Lmc 214.93'
1661+74.07 P.C.S.
+00 S.P. s 12.00 a 1.5
HIGH ST.
+55 Inst. 18" Pipe - 80' Dr. Exc. 18 C.Y.
River
Clatskanie
R/W
RIVER HWY.
1660
1665
1665+74.07 P.T.
+00 Const. Road Conn. Inst. 18" Pipe - 50' Dr. Exc. 6 C.Y.
Const. Asph. Conc. Traffic Markers
Const. Type "C" Conc. Curb
W. Main
To Vernonia
+70 54" C.M.P. (in pl.) Extend 100' Lt. Install Tidegate - Lt. Dr. Exc. 150 C.Y.
+85 Const. 20' Dwy.
+10 Const. 20' Driveway
Const. Type "C" Conc. Curb
Const. App.
+05
City Limits
1665+93.64 P.S.
T. 7 N., R. 4 W., W.M.
—CLATSKANIE—
400' S.P. s 12.00 a 1.5
1667+80 Const. Type "G" Inlet Inst. 8" Sewer Pipe - 40' Dr. Exc. 5 C.Y.
1667+90 Adjust Manhole
8
1669+93.64 P.S.C.
6°00' C.L. Δ 42°59'37" Ts 373.55' Lmc 316.56'
+70 Adjust Manhole
+00 Const. Type "G" Inlet Inst. 8" Sewer Pipe - 118' Dr. Exc. 16 C.Y.
+20 Const. Manhole Inst. 12" Sew. P. - 90' Dr. Exc. 70 C.Y.
+95 Adjust Manhole
+05 Const. Type "G" Inlet Inst. 8" Sew. Pipe - 82' Dr. Exc. 11 C.Y.
+40 Const. Type "C" Conc. Curb
+50 Const. 20' Dwy.
+18 Const. 20' Driveway
Const. 20' Driveway
1670
Easement
+65 Const. 20' Driveway
+50 Const. 20' Driveway
1673+10.20 P.C.S.
+80 Const. 20' Driveway
+50 Const. 20' Driveway
9
9 | 10
1675
+16.9
Ext. Curb
END OF PROJECT F-221(10)
STA. 1674+00
BRYANT ST.
TICHENOR ST.
Install Const. Sign
All Dwy. to be Asph.
-0.1925
16.00
-0.35
12.50
0.00
800' V.C.
Finish Grade 12' Lt. or Rt. of ℄
18"
14"
18"
14"
6.46
5

STATE COPY

Monthly transaction number 11-14	PR-2A 10-65)	ate Oregon
Project report number 24	U.S. DEPARTMENT OF COMM BUREAU OF PUBLIC R	County Columbia & Clatsop
Modification number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Project number F-221(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1961, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,329,242	$ 4,340,976
Federal funds	$ 2,740,169.50	$ 2,744,841.81
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of October, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L R Backlund
L. R. Backlund
(Division Engineer)
Administrative Mana

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klabo

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

STATE COPY

RECEIVED DEC 17 1965

Monthly transaction number 92 43	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia & Clatsop
Project report number 21	*(PPM 21-7)* 12-2-65	Project number F-221(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 4,329,243.00

Revised Federal funds $ 2,740,169.50

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of December, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ~~By~~ A. W. Parsons
(Division Engineer)

By

By L R Backlund
L. R. Backlund, Administrative Mgr.

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

RECEIVED
AUG 3 1 1965

STATE COPY

Monthly transaction number FOR FILING 8-759	F PR-2A (5- 67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ite Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-24-65	County Columbia and Clatsop
Project report number 19 F221(10) y8		Project number F-221(10)

E197 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 4,277,828.00

Revised Federal funds $ 2,734,000.00

Other revisions

5117

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
(Division Engineer)

By: LRBacklund
L. R. Backlund
Administrative Manager

RECEIVED
1964

STATE COPY

Monthly transaction number 9-57	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ite **Oregon**
	MODIFICATION OF FEDERAL-AID	County **Columbia & Clatsop**
Project report number **14**	**PROJECT AGREEMENT** 9-14-64	Project number **F-221(10)**

777

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 29**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **4,019,865.00**
Revised Federal funds	$ **2,532,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **September**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engr.
(Title)

By __________
____
(Title)

By __________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By L R Backlund
Division Engineer
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

September 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Westport-Clatskanie Section, Project No. F-221(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:cr

August 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for the Westport - Clatskanie Section, Project No. F-221(10).

The estimate has been revised to include approved Extra Work Orders and Price Agreement covering slide correction work etc.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:kc

Oregon State Highway Department

Federal-Aid
Project No. F-221(10)

WESTPORT-CLATSKANIE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1964

Type Code 6202
2-Lane Roadway (Sta. 337+00 thru eqn. 786+31.99 = 1655+59.14 to Sta. 1665+75)
(Contract 5999)

Clearing and Grubbing	All	Req. (98%)		$136,024.00
Drainage Excavation, Unclassified	5,930	cu.yd.	$ 2.00	11,860.00
General Excavation, Unclassified	844,080	cu.yd.	0.81	683,704.80
Extra for Selected Subgrade Material	81,000	cu.yd.	0.10	8,100.00
Short Overhaul	3,984,100	yd.sta.	0.01	39,841.00
Long Overhaul	374,590	C-yd.sta.	0.40	149,836.00
Finishing Roadbed & Slopes	All	Req. (98%)		9,800.00
Rounding Cutbanks	3,800	lin.ft.	0.15	570.00
12-inch Concrete Pipe	1,060	lin.ft.	3.00	3,180.00
18-inch Concrete Pipe	744	lin.ft.	5.00	3,720.00
24-inch Concrete Pipe	300	lin.ft.	6.95	2,085.00
30-inch Concrete Pipe	70	lin.ft.	9.45	661.50
36-inch Concrete Pipe	120	lin.ft.	12.30	1,476.00
12-inch Corrugated Metal Pipe	220	lin.ft.	3.55	781.00
18-inch Corrugated Metal Pipe	1,480	lin.ft.	6.00	8,880.00
24-inch Corrugated Metal Pipe	600	lin.ft.	7.25	4,350.00
30-inch Corrugated Metal Pipe	100	lin.ft.	8.90	890.00
36-inch Corrugated Metal Pipe	400	lin.ft.	12.85	5,140.00
48-inch Corrugated Metal Pipe	590	lin.ft.	16.75	9,882.50
72-inch Corrugated Metal Pipe	670	lin.ft.	30.35	20,334.50
84-inch Corrugated Metal Pipe, 8 Gage	310	lin.ft.	41.30	12,803.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	7.60	2,584.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	57.15	1,943.10
96-inch Structural Plate Pipe	110	lin.ft.	51.00	5,610.00
6-inch Metal Drain Pipe	100	lin.ft.	1.90	190.00
8-inch Metal Drain Pipe	740	lin.ft.	2.25	1,665.00
12-inch Metal Drain Pipe	110	lin.ft.	3.50	385.00
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.25	742.50

12-inch Perforated Metal Drain Pipe	280 lin.ft.	$ 3.50	$ 980.00
Special Backfill in Drains	450 cu.yd.	10.00	4,500.00
Salvaging and Stockpiling Culvert Pipe	440 lin.ft.	2.00	880.00
1-inch Galvanized Water Pipe	300 lin.ft.	1.00	300.00
1-1/2 inch Galvanized Water Pipe	280 lin.ft.	1.50	420.00
2-inch Galvanized Water Pipe	600 lin.ft.	2.50	1,500.00
Concrete Inlets, Type D	2 only	150.00	300.00
Concrete Inlets, Type G-2	1 only	125.00	125.00
Class "A" Concrete	84 cu.yd.	60.00	5,040.00
Metal Reinforcement	13,000 lb.	0.14	1,820.00
36-inch Metal Tide Gates	1 only	350.00	350.00
Type 1 Fence, Modified	1,300 rod	6.40	8,320.00
Type 2 Fence	10 rod	6.00	60.00
14' x 48" Metal Gates	6 only	70.00	420.00
16' x 48" Metal Gates	4 only	85.00	340.00
24' x 48" Metal Gates	1 only	98.00	98.00
Metal Guard Rail	15,300 lin.ft.	2.30	35,190.00
Salvage and Reinstall Guard Rail	6,800 lin.ft.	0.95	6,460.00
Guide Posts, Type W-2	330 only	6.70	2,211.00
Loose Riprap	110 cu.yd.	5.00	550.00
Coarse Crushed Material in Base	157,080 ton	1.75	274,890.00
3/4" - 0 Material in Base	30,530 ton	1.90	58,007.00
Sprinkling	4,096 M-gal.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gal.	0.20	7,764.00
Preparation of Base	All Req. (98%)		2,450.00
3/4" - 0 Material in Binder Course	915 cu.yd.	3.30	3,019.50
Furnishing and Placing Aggregates	660 cu.yd.	4.50	2,970.00
RC-3 Asphalt	140 ton	40.00	5,600.00
120-150 Asphalt	40 ton	50.00	2,000.00
RS-1 Asphalt	24 ton	60.00	1,440.00
Asphaltic Concrete Mixture	32,270 ton	4.25	137,147.50
Asphalt in Mixture	1,766 ton	30.00	52,980.00
Extra for Paving Approaches	46 only	25.00	1,150.00
			$1,757,740.90

Flagging (57½% of Contractor's Cost)	All Req. (90%)	$ 7,200.00
Seeding and Mulching	All Req.	6,450.00
Signing (Temporary)	All Req. (90%)	720.00
Extra Work Order #3	All Req.	125,000.00
Extra Work Order #6	All Req.	80,000.00
Extra Work Order #7	All Req.	71,500.00
Extra Work Order #9, Supp. #1, #2, & #3	All Req.	1,080,000.00
Extra Work Order #10, Supp. #1, #2	All Req.	230,000.00
Extra Work Order #12	All Req.	15,000.00
Extra Work Order #13, & Supp. #1	All Req.	67,000.00
Extra Work Order #17	All Req.	75,000.00
Price Agreement #1	All Req.	13,000.00
		$1,770,870.00

Utilities

Work by West Coast Telephone Co.	All Req.	$	10,000.00
Work by Pacific Northwest Telephone Co.	All Req.		3,000.00
Work by Clatskanie P.U.D.	All Req.		3,100.00
		$	16,100.00

Work by S.P. & S. Railway Company	All Req.	$	75,000.00

Subtotal	$3,619,710.90
10% Engr. & Cont.	361,970.10
Total	$3,981,681.00

Length of Roadway - - - - - - - - - - - - 8.709 miles

Cost of Roadway Per Mile - - - - - - - - $457,191.52

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00) (Contract 5999)

Clearing and Grubbing	All	Req. (2%)		$ 2,776.00
Drainage Excavation, Unclassified	230	cu.yd.	$ 2.00	460.00
General Excavation, Unclassified	4,920	cu.yd.	0.81	3,985.20
Short Overhaul	25,900	yd.sta.	0.01	259.00
Long Overhaul	1,210	C-yd.sta.	0.40	484.00
Finishing Roadbed and Slopes	All	Req. (2%)		200.00
18-inch Concrete Pipe	56	lin.ft.	5.00	280.00
54-inch Corrugated Metal Pipe	110	lin.ft.	19.50	2,145.00
8-inch Sewer Pipe	260	lin.ft.	1.85	481.00
12-inch Sewer Pipe	100	lin.ft.	3.00	300.00
Concrete Inlets, Type "C"	4	only	125.00	500.00
Concrete Manholes	1	only	250.00	350.00
Adjustment of Manholes	4	only	85.00	340.00
Concrete Curbs	50	cu.yd.	55.00	2,750.00
54-inch Metal Tide Gates	1	only	625.00	625.00
Coarse Crushed Material in Base	3,420	ton	1.75	5,985.00
3/4" - 0 Material in Base	770	ton	1.90	1,463.00
Sprinkling	104	M-gal.	2.50	260.00
SS-1 in Sprinkling	980	gal.	0.20	196.00
Preparation of Base	All	Req. (2%)		50.00
3/4" - 0 Material in Binder Course	55	cu.yd.	3.30	181.50

RC-3 Asphalt	10 ton	$ 40.00	$ 400.00
Asphaltic Concrete Mixture	1,530 ton	4.25	6,502.50
Asphalt in Mixture	84 ton	30.00	2,520.00
Extra for Paving Approaches	12 only	25.00	300.00
Asphaltic Concrete Traffic Markers, Type L	40 lin.ft.	1.00	40.00
			$ 33,833.20

Flagging (57½% of Contractor's Cost)	All Req. (10%)	$ 800.00
Signing (Temporary)	All Req. (10%)	80.00
		$ 880.00

Subtotal	$ 34,713.20
10% Engr. & Cont.	3,470.80
Total	$ 38,184.00

Length of Roadway - - - - - - - - - - - - 0.156 miles

Cost of Roadway Per Mile - - - - - - - - $244,769.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$3,981,681.00	$2,508,000.00	$1,473,681.00
4-Lane Roadway	38,184.00	24,000.00	14,184.00
	$4,019,865.00	$2,532,000.00	$1,487,865.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P. & S. Railway Company.

Labor placing and removing protective planking	324 M-fbm	$169.00	$ 54,756.00
Furnish and replace ties damaged by spiking planking	100 only	$ 7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	3,047.00
Salvage Credit	- 670.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material	4,173.00
Total	$ 75,120.00
USE	$ 75,000.00

Estimated costs of work by the West Coast Telephone Company.

Labor	$ 4,350.00
Material	9,850.00
Equipment	1,310.00
Overhead	2,605.00
Salvage Credit	- 7,790.00
	$ 10,325.00
USE	$ 10,000.00

Estimated cost of work by Clatskanie P.U.D.

Woodson to Clatskanie

Labor	$ 980.00
Material	354.20
Equipment	112.00
Overhead	216.93
Salvage Credit	- 152.80
	$ 1,510.33

Westport-Woodson Section

Labor	$ 1,594.75
Overhead	239.21
Depreciation Credit	- 207.75
	$ 1,626.21
Grand Total	$ 3,136.54
USE	$ 3,100.00

Estimated cost of work by the Pacific Northwest Telephone Company.

Labor	$ 1,430.00
Material	845.00
Equipment	354.00
Overhead (Construction)	396.00
	$ 3,025.00
USE	$ 3,000.00

Estimated cost of approved Extra Work Orders and Price Agreements

Extra Work Order #3 (Revised)

Equipment Rental	$ 62,500.00
Labor	37,500.00
Materials	25,000.00
	$125,000.00

Extra Work Order #6 and Supplementals

Equipment Rental	$ 60,000.00
Labor	20,000.00
	$ 80,000.00

Extra Work Order #7 and Supplementals

Equipment Rental	$ 50,900.00
Labor	20,600.00
	$ 71,500.00

Extra Work Order #9 and Supplementals

Equipment Rental	$716,000.00
Labor	364,000.00
	$1,080,000.00

Extra Work Order #10 and Supplementals

Equipment Rental	$157,500.00
Labor	72,500.00
	$230,000.00

Extra Work Order #12

Equipment Rental	$ 10,000.00
Labor	5,000.00
	$ 15,000.00

Extra Work Order #13 and Supplements

Equipment Rental	$ 45,000.00
Labor	22,000.00
	$ 67,000.00

Extra Work Order #17

Equipment Rental	$ 50,000.00
Labor	25,000.00
	$ 75,000.00

Price Agreement #1

Excavate 6,500 cu. yds.	$2.00	$ 13,000.00

RECEIVED
AUG 15 1963
FOR FILING

Monthly transaction number	Form -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project number / 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-6-63	County Columbia & Clatsop
		Project number F-221(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 19 61, is hereby modified as follows:

Revised estimated total cost of project	$ 3,326,865.00
Revised Federal funds	$ 2,095,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6 day of August, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
XX BY: A. W. Parsons
By
Division Engineer

XXXX

FORM CD-121 (9-22-58)
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: July 31, 1963

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

Shaw

SUBJECT: Modification of Federal-aid Project Agreement

Attached are two copies of proposed modification of Federal-aid project agreement and one copy of approved detail estimate for the following project:

F-221(10) Westport-Clatskanie Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

Nash

RECEIVED
AUG 1 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

August 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official for the Westport-Clatskanie Section, Project No. F-221(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:es

July 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Westport-Clatskanie Section, Project No. F-221(10).

The estimate has been revised to include approved Extra Work Orders #3, #6, #7 and #9 covering slide removal and correction plus other work required due to the slide.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:hb

Federal-Aid
Project No. F-221(10)

Oregon State Highway Department

WESTPORT-CLATSKANIE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, July 23, 1963

Type Code 4202
2-Lane Roadway (Sta. 337+00 thru equa. 706+31.99 = 1655+59.14 to Sta. 1665+75)
(Contract 5770)

			$136,024.00
	All Req. (98%)		
Clearing and Grubbing		$ 2.00	11,860.00
Drainage Excavation,	5,930 cu.yd.		
Unclassified		0.81	683,704.80
General Excavation,	844,080 cu.yd.		
Unclassified		0.10	8,100.00
Extra for Selected Subgrade	81,000 cu.yd.	0.01	39,841.00
Material	3,984,100 yd.sta.	0.40	149,836.00
Short Overhaul	374,590 C-yd.sta.		9,[illegible]00.00
Long Overhaul	All Req. (98%)	0.15	570.00
Finishing Roadbed & Slopes	3,800 lin.ft.	3.00	3,180.00
Rounding Cutbanks	1,060 lin.ft.	5.00	3,720.00
12-inch Concrete Pipe	744 lin.ft.	6.95	2,085.00
18-inch Concrete Pipe	300 lin.ft.	9.45	661.50
24-inch Concrete Pipe	70 lin.ft.	12.30	1,476.00
30-inch Concrete Pipe	120 lin.ft.	3.55	781.00
36-inch Concrete Pipe	220 lin.ft.	6.00	8,880.00
12-inch Corrugated Metal Pipe	1,480 lin.ft.	7.25	4,350.00
18-inch Corrugated Metal Pipe	600 lin.ft.	8.90	890.00
24-inch Corrugated Metal Pipe	100 lin.ft.	12.85	5,140.00
30-inch Corrugated Metal Pipe	400 lin.ft.	16.75	9,882.50
36-inch Corrugated Metal Pipe	590 lin.ft.	30.35	20,334.50
48-inch Corrugated Metal Pipe	670 lin.ft.		
72-inch Corrugated Metal Pipe		41.30	12,803.00
84-inch Corrugated Metal Pipe,	310 lin.ft.		
8 Gage		7.60	2,584.00
18-inch Corrugated Metal	340 lin.ft.	57.15	1,943.10
Siphon Pipe	34 lin.ft.	51.00	5,610.00
9'-4" Structural Plate Pipe-Arch	110 lin.ft.	1.90	190.00
96-inch Structural Plate Pipe	100 lin.ft.	2.25	1,665.00
6-inch Metal Drain Pipe	740 lin.ft.	3.50	385.00
8-inch Metal Drain Pipe	110 lin.ft.		
12-inch Metal Drain Pipe		2.00	1,180.00
6-inch Perforated Metal Drain	590 lin.ft.		
Pipe		2.25	742.50
8-inch Perforated Metal Drain	330 lin.ft.		
Pipe			

12-inch Perforated Metal Drain Pipe	250 lin.ft.	$ 3.60	$ 900.00
Special Backfill in Drains	450 cu.yd.	10.00	4,500.00
Salvaging and Stockpiling Culvert Pipe	440 lin.ft.	2.00	880.00
1-inch Galvanized Water Pipe	300 lin.ft.	1.00	300.00
1-1/2 inch Galvanized Water Pipe	280 lin.ft.	1.50	420.00
2-inch Galvanized Water Pipe	600 lin.ft.	2.50	1,500.00
Concrete Inlets, Type D	2 only	150.00	300.00
Concrete Inlets, Type G-2	1 only	125.00	125.00
Class "A" Concrete	84 cu.yd.	60.00	5,040.00
Metal Reinforcement	13,000 lb.	0.14	1,820.00
36-inch Metal Tide Gates	1 only	350.00	350.00
Type 1 Fence, Modified	1,300 rod	6.40	8,320.00
Type 2 Fence	10 rod	6.00	60.00
14' x 48" Metal Gates	6 only	70.00	420.00
16' x 48" Metal Gates	4 only	85.00	340.00
24' x 48" Metal Gates	1 only	98.00	98.00
Metal Guard Rail	15,300 lin.ft.	2.30	35,190.00
Salvage and Reinstall Guard Rail	6,800 lin.ft.	0.95	6,460.00
Guide Posts, Type R-2	330 only	6.70	2,211.00
Loose Riprap	110 cu.yd.	5.00	550.00
Coarse Crushed Material in Base	157,080 ton	1.75	274,890.00
3/4" - 0 Material in Base	30,530 ton	1.90	58,007.00
Sprinkling	4,096 M-gal.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gal.	0.20	7,764.00
Preparation of Base	All Req. (98%)		2,450.00
3/4" - 0 Material in Binder Course	915 cu.yd.	3.30	3,019.50
Furnishing and Placing Aggregates	660 cu.yd.	4.50	2,970.00
RC-3 Asphalt	140 ton	40.00	5,600.00
120-150 Asphalt	40 ton	50.00	2,000.00
RS-1 Asphalt	24 ton	60.00	1,440.00
Asphaltic Concrete Mixture	32,270 ton	4.25	137,147.50
Asphalt in Mixture	1,766 ton	30.00	52,980.00
Extra for Paving Approaches	46 only	25.00	1,150.00
			$1,757,740.90

Flagging (57½% of Contractor's Cost)	All Req. (90%)	$ 7,200.00
Seeding and Mulching	All Req.	6,450.00
Signing (Temporary)	All Req. (90%)	720.00
Extra Work Order #3	All Req.	125,000.00
Extra Work Order #6	All Req.	80,000.00
Extra Work Order #7	All Req.	71,500.00
Extra Work Order #9	All Req.	850,000.00
		$1,140,870.00

Utilities

Work by West Coast Telephone Co.	All Req.	$ 10,000.00
Work by Pacific Northwest Telephone Co.	All Req.	3,000.00
Work by Clatskanie P.U.D.	All Req.	3,100.00
		$ 16,100.00
Work by S.P. & S. Railway Company	All Req.	$ 75,000.00
	Subtotal	$2,989,710.90
	10% Engr. & Cont.	298,970.10
	Total	$3,288,681.00

Length of Roadway - - - - - 8.709 Miles
Cost of Roadway Per Mile- - $377,618.67

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)(Contract 5999)

Clearing and Grubbing	All Req. (26)		$ 2,776.00
Drainage Excavation, Unclassified	230 cu.yd.	$ 2.00	460.00
General Excavation, Unclassified	4,920 cu.yd.	0.81	3,985.20
Short Overhaul	25,900 yd.sta.	0.01	259.00
Long Overhaul	1,210 C-yd.sta.	0.40	484.00
Finishing Roadbed and Slopes	All Req. (26)		200.00
18-inch Concrete Pipe	56 lin.ft.	5.00	280.00
54-inch Corrugated Metal Pipe	110 lin.ft.	19.50	2,145.00
8-inch Sewer Pipe	260 lin.ft.	1.85	481.00
12-inch Sewer Pipe	100 lin.ft.	3.00	300.00
Concrete Inlets, Type "G"	4 only	125.00	500.00
Concrete Manholes	1 only	350.00	350.00
Adjustment of Manholes	4 only	85.00	340.00
Concrete Curbs	50 cu.yd.	55.00	2,750.00
54-inch Metal Tide Gates	1 only	625.00	625.00
Coarse Crushed Material in Base	3,420 ton	1.75	5,985.00
3/4" - 0 Material in Base	770 ton	1.90	1,463.00
Sprinkling	104 M-gal.	2.50	260.00
SS-1 in Sprinkling	980 gal.	0.20	196.00
Preparation of Base	All Req. (26)		50.00
3/4" - 0 Material in Binder Course	55 cu.yd.	3.30	181.50

RC-3 Asphalt	10 ton	$ 40.00	$ 400.00
Asphaltic Concrete Mixture	1,530 ton	4.25	6,502.50
Asphalt in Mixture	84 ton	30.00	2,520.00
Extra for Paving Approaches	12 only	25.00	300.00
Asphaltic Concrete Traffic Markers, Type L	40 lin.ft.	1.00	40.00
			$ 33,833.20
Flagging (57½% of Contractor's Costs)	All Req. (10%)		$ 800.00
Signing (Temporary)	All Req. (10%)		80.00
			$ 880.00
	Subtotal		$ 34,713.20
	10% Engr. & Cont.		3,470.80
	Total		$ 38,184.00

Length of Roadway - - - - - 0.156 Mile
Cost of Roadway Per Mile- - $244,769.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$3,288,681.00	$2,071,000.00	$1,217,681.00
4-Lane Roadway	38,184.00	24,000.00	14,184.00
	$3,326,865.00	$2,095,000.00	$1,231,865.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P. & S. Railway Company.

Labor placing and removing protective planking	324 M-fbm	$169.00	$ 54,756.00
Furnish and replace ties damaged by spiking planking	100 only	$ 7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	3,047.00
Salvage Credit	- 670.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material	4,173.00
Total	$ 75,120.00
USE	$ 75,000.00

Estimated costs of work by the West Coast Telephone Company.

Labor	$ 4,350.00
Material	9,850.00
Equipment	1,310.00
Overhead	2,605.00
Salvage Credit	-7,790.00
	$ 10,325.00
USE	$ 10,000.00

Estimated cost of work by Clatskanie P.U.D.

Woodson to Clatskanie

Labor	$ 980.00
Material	354.20
Equipment	112.00
Overhead	216.93
Salvage Credit	-152.80
	$ 1,510.33

Westport-Woodson Section

Labor		$ 1,594.75
Overhead		239.21
Depreciation Credit		-207.75
		$ 1,626.21
	Grand Total	$ 3,136.54
	USE	$ 3,100.00

Estimated cost of work by the Pacific Northwest Telephone Company.

Labor		$ 1,430.00
Material		845.00
Equipment		354.00
Overhead (Construction)		396.00
		$ 3,025.00
	USE	$ 3,000.00

Estimated cost of slide removal per Extra Work Orders

Extra Work Order #3 (Revised)

Equipment Rental	$ 62,500.00
Labor	37,500.00
Materials	25,000.00
	$125,000.00

Extra Work Order #6 and Supplementals

Equipment Rental	$ 60,000.00
Labor	20,000.00
	$ 80,000.00

Extra Work Order #7 and Supplementals

Equipment Rental	$ 50,900.00
Labor	20,600.00
	$ 71,500.00

Extra Work Order #9 and Supplementals

Equipment Rental	$566,000.00
Labor	284,000.00
	$850,000.00

TOTAL $1,126,500.00

12-29-61

RECEIVED
1962
1-15
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

F R-2
(REV. 6-61)

U.S. DEPARTMENT OF COM CE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

ATE **Oregon**

COUNTY **Clatsop**

PROJECT NO. **F-221(10)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 2.2 miles east of Clatsop County Line to Clatskanie
(Woodson-Clatskanie Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-22-61	8.7
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,087,715.00	$ 1,315,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

R C Wright
By R. C. Wright, Administrative Manager

Date executed by Division Engineer December 29, 1961

USCOMM-DC 49447-P61

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

RECEIVED
OCT 18 1966

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1966

To: C. H. Maison
Controller

Building

SUBJECT: Compromise Payment
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Kuckenberg Construction Co.

As mentioned in our recent telephone conversation, the Commission has approved payment of the sum of $45,000 in settlement of all claims on the above project. Mr. Query is forwarding directly to you an original release, executed and acknowledged by the contractor, together with the original voucher, also executed by the contractor, in the amount of $45,000.

Upon receipt thereof, will you kindly proceed to issue a check or draft payable to the order of Kuckenberg Construction Co., Inc. in the amount of $45,000, and send it to the undersigned for forwarding to the contractor's attorney.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gv

cc: F. B. Klaboe
Floyd Query
F. D. Morgan
L. H. Young
G. E. Rohde

NOTED
FLOYD QUERY

RECEIVED
OCT 17 1966

FOR FILING

999

October 4, 1966

Oregon State Highway Commission

Gentlemen:

Kuckenberg Construction Company, Inc., the contractor on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, has made claim for additional compensation in the amount of $300,904.35.

This matter has been under discussion and negotiation between the contractor and his attorney and our engineering and legal divisions for some months.

This project is 8.87 miles in length. Due to unstable ground conditions encountered through much of the project, both in excavation and fill areas, many alterations and changes from the planned grades, cut slopes, typical sections, and drainage were required.

The contractor's claim consisted of 22 items, arising basically from these changes allegedly not compensated by the bid items and approved extra work orders.

After our thorough analysis and review of each part of the claim, we conclude that some parts have merit and others do not. Amounts due on eleven of the items could be fairly accurately determined and total $13,830.79. On five of the remaining items, we acknowledge there is a valid basis for some reimbursement but the extent of the State's responsibility cannot be clearly segregated nor reduced to a specific dollar amount. The compromised value of these five items would be in excess of $32,000.

The entire claim can be settled for a lump sum of $45,000 for a complete release of all claims on this contract. A compromise settlement in this amount is recommended.

This matter will be an NOA Item for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
George Rohde
F. D. Morgan
R. D. Asburry

JAB:bjm fn

NOA

FORM E-129X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1966
FILING

5999

October 4, 1966

Oregon State Highway Commission

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Vouchers for $45,000 & 2 copies of release [illegible] Kuckenberg to [illegible] 10-14-66.
1 copy of release to [illegible] 10-14-66

NOTED
FLOYD QUERY

76

REPORT OF CLAIM REVIEW BOARD ACTION

The Claim Review Board, consisting of the following, met June 23, 1966 to consider claims of Kuckenberg Construction Company arising from the Westport-Clatskanie Contract No. 5999.

R. L. Porter, Deputy State Highway Engineer
F. B. Klaboe, Ass't. State Highway Engineer
Tom Edwards, Ass't. State Highway Engineer
G. E. Rohde, Chief Counsel

Appearing before the Board to present data and discuss the claims and make recommendations thereon were:

F. D. Morgan, Construction Engineer
R. D. Asburry, Division Engineer
Alan Johansen, Staff Attorney
John Bond, Staff Assistant

Settlements were recommended on 8 claims (one with 8 parts) for a total of 15 items, and after discussion the panel approved 11 of these in recommended amounts totaling $13,830.79 as follows (numbers shown are same as used in earlier correspondence and files):

Claim No. 1 Moat Revision $1,136.44
Claim No. 3 Sewer Crossing $330.87
Claim No. 4, Part III - Clatskanie grade change $2,579.88
Claim No. 4, Parts IV, V, VI & VII - Other grade changes $7,632.47
Claim No. 4, Part IX - Approach Revision $141.92
Claim No. 5 Ditch excavation $1,100.04
Claim No. 7 Additional concrete-from computations $94.80
Claim No. 9 Woodson Cut exc. not re-measured before slide $814.37

The remaining 4 items with amounts recommended were:

Claim No. 4, Part II - Marshland Road surcharge $4,352.57
Claim No. 4, Part XII - Drilling during stage 2 construction $2,500
Claim No. 6 Coleman Cut $5,178
Claim No. 10 R. R. Flagging Costs $11,195.19

Total: $23,255.76

The Board did not approve these specific amounts for settlement but decided they should be combined into an over-all lump sum amount that would settle all the claims on the contract including an additional one not listed above, in which idle equipment time and late wage rate increases were claimed. The Board felt the late wage increases claimed in amount of approximately $9,000 had some validity. It then approved a combined total lump sum settlement for all items in the maximum amount of $45,000, with the Legal Division to negotiate further within this limitation. (The contractor's original demand was in excess of $300,000.)

cc: F. B. Klaboe
Construction Division

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 27 1966

Porter
Edw

September 16, 1966

James R. Moore
Mautz, Souther, Spaulding, Kinsey & Williamson
Attorneys at Law
Standard Plaza
Portland, Oregon 97204

NOTED
L PORTER

Re: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Kuckenberg Construction Co.

Dear Mr. Moore:

Pursuant to the tentative compromise agreement on the above project, I am enclosing for execution by your client a Release in triplicate, plus a copy for your file, and a Voucher for execution in duplicate, calling for a net payment by the State of $45,000.

If you can have the Release executed and acknowledged in triplicate, and the Voucher executed in duplicate, and both documents returned to us with reasonable promptness, this settlement will be presented to the Highway Commission for formal approval at the time of their next meeting in early October. Following such approval, the Voucher can then be processed for payment within a few days.

Thank you for your cooperation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

NOTED
TOM EDWARDS

AHJ:gw
Encs.
cc: F. B. Klaboe
C. H. Maison
F. B. Morgan
G. E. Rohde

RECEIVED
SEP 16 1966

SP*23401.734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1966

To: F. B. Klaboe
Asst. State Highway Engineer

BUILDING

SUBJECT: Proposed Settlement of Claims
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Kuckenberg Construction Co.

At the Review Board meeting on the claims on the above project in June, we were authorized to negotiate a settlement of all claims for a sum not to exceed $45,000. The contractor's original claims totalled in excess of $300,000; it was agreed that approximately $29,000 could be justified, on an engineering basis, and that another $16,000 to compromise claims of possible validity was fully warranted.

After a series of negotiations with Mr. Moore, the contractor's attorney, where we opened with an offer of $40,000, and he countered with a proposal of $52,500, we have reached an impasse. Mr. Moore has now advised that he will recommend to the contractor that they accept $47,500 in full settlement, with the understanding that $2,500 will be deducted therefrom on account of the apparent overpayment. We are reasonably confident that the contractor will follow Mr. Moore's recommendation, but he will not budge below the above figure. In view of the relatively small difference between that figure and our original authorization, we agreed to submit his final proposal to the department.

We would suggest an early conference with you on this matter, at which time we will answer any questions you may have and, hopefully, receive your instructions on how to proceed from here.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: R. L. Porter
F. D. Morgan
C. H. Maison
G. E. Rohde

9/15/66 Johansen instructed to work out detail with Contractor
FBK.

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1966
FOR FILING

REPORT OF CLAIM REVIEW BOARD ACTION

5999

The Claim Review Board, consisting of the following, met June 23, 1966 to consider claims of Kuckenberg Construction Company arising from the Westport-Clatskanie Contract No. 5999.

R. L. Porter, Deputy State Highway Engineer
F. B. Klaboe, Ass't. State Highway Engineer
Tom Edwards, Ass't. State Highway Engineer
G. E. Rohde, Chief Counsel

85?

Appearing before the Board to present data and discuss the claims and make recommendations thereon were:

F. D. Morgan, Construction Engineer
R. D. Asburry, Division Engineer
Alan Johansen, Staff Attorney
John Bond, Staff Assistant

Settlements were recommended on 8 claims (one with 8 parts) for a total of 15 items, and after discussion the panel approved 11 of these in recommended amounts totaling $13,830.79 as follows (numbers shown are same as used in earlier correspondence and files):

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Claim No. 4, Part III - Clatskanie grade change $2,579.88
Claim No. 4, Parts IV, V, VI & VII - Other grade changes $7,632.47
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Total: $23,255.76

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R. L. PORTER

OFFICE OF

NOTED
F. B. KLABOE

cc: F. B. Klaboe
Construction Division

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AUG 5 - 1966
FOR FILING

FORM E-1 7-

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-221 (10

5999

August 4, 1966

James R. Moore
Mautz, Souther, Spaulding, Kinsey & Williamson
Attorneys at Law
Standard Plaza
Portland, Oregon 97204

Re: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Kuckenberg Construction Co.
Possible Overcharge on Force
Account Payments

Dear Mr. Moore:

Subsequent to our letter to you of July 1, your reply of July 22, and our letter of acknowledgment of July 25, 1966, we have received the advice of our Accounting Division regarding the contents and enclosures of your letter of July 22.

Neither our Accounting Division nor I are able to understand your contention that your client was underpaid $3,069.43, or any other sum, on account of force account labor attributable to foremen. The enclosures submitted with your letter seem to substantiate that the actual cash payments by the Kuckenberg Company to the foremen, for the weeks in question, were $200 (or $215 during a portion of 1964). From the computations on your data sheets, it appears that the claim of overcharge results from an attempt to apportion to the State a portion of the salary paid to the foremen during unproductive standby time. This appears erroneous for at least two reasons: (1) Article 1.9.7 of the applicable Standard Specifications provides, with respect to the force account allowance for labor, that 'The time allowed will be the number of hours worked directly on force account operations.' (2) Whether the contractor received $200 worth of work from the foremen during all weeks or not, it appears that the contractor was nonetheless reimbursed by the State for the full $200 weekly payment, or such lesser or greater amount as was attributable to force account work, whether productive or not.

Further, I am advised that in accordance with the specifications and the standard practice, the force account payments made to the contractor included not only the base salary payments of $200 per week, but an allowance for employer's Social Security costs, State Industrial Accident insurance, State and Federal unemployment compensation, and the required health and welfare and pension contributions, plus 15 per cent of the total cost of the force account work as the contractor's allowance for profit, overhead and indirect costs.

In view of the above, it is still believed that the Kuckenberg Company has been reimbursed by the Highway Department for foremen's salaries on force account work in the sum of approximately $2500 in excess of the amount actually paid by the contractor to the foremen for such work.

If, except for this matter of the force account payments for foremen's salaries, there appears to be a reasonable prospect of a settlement of all claims on this project, in accordance with our previous conversations, I would suggest that further conversations between us might be of benefit. I expect to be out of the office most of the time from now until about August 29, but if you believe further discussions would be useful, I will be happy to meet with you after that date.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: R. L. Porter
C. H. Maison
G. E. Rohde

RECEIVED
AUG 1 1966

SP*23401-734

FOR FILING

F-221 (a)

5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1966

SUBJECT: Westport-Clatskanie
Contract No. 5999 - Claims
Assignment FBK-859

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

851

The draft of subject claim review board minutes have been edited, some changes noted and are returned herewith along with a discussion of their merits from Mr. Johansen.

We agree that a more abbreviated record is desirable. The details of the claims are ordinarily set forth by other letters or memorandums before ever going to the review board. The discussion before and by the board should be frank and absolutely free to pursue any aspect of a claim without reservation or apprehension as to how the comments may appear in print or out of context later.

I think from an auditing or outside inquiry standpoint a verbatim record introduces more possible undesirable uses than improvement in our position.

F. D. Morgan
Construction Engineer

By

John A. Bond
John A. Bond
Staff Assistant

JAB:nh

Attachments

Note to Bond 8-2-66

Please follow Johansen's suggestion and make a brief outline. Then destroy "minutes".

RECEIVED
JUL 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Date 7-[illegible]

ASSIGNED TO John [illegible] By [illegible] No. [illegible]

Letter From ([illegible]) [illegible]

Dated 6-23-6[illegible]

Has Been Acknowledged By

RE: Westport-Clats[illegible]

[illegible]

REFERRED TO

G. Decker

By Construction Engineer

Investigate and report with

Such action as necessary and report

Return with rough draft of reply

Prepare reply for signature of Mr.

Contact correspondent and report

REMARKS:

PLEASE RETURN TO

[illegible] us in court. [illegible]

[illegible]ate: 7-1[illegible]

Report Received Completed 7-28-66

To Commission Agreement

File Closed

FORM E-90X—50M—12-65 54677

Routing
Morgan
Decker
Bond
Barbee
Walker
Clohn
Swan
Pease
Merolock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 22 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1966

To: Gil Decker
Asst. Construction Engr.

Building

SUBJECT: Contractor's Claims
Westport-Clatskanie Section
Contract No. 5999
Proposed Minutes of "Claims Panel" Meeting

As requested, I have examined the proposed record of the recent "review" meeting on the above claims, and have concluded that it is highly unlikely this could be used against us in court for several reasons:

1. It apparently does not purport to be an accurate, word-for-word transcript of what was said. Hence, it is apt to be misleading in tending to show only a part of actual remarks, out of context. It's more in the nature of minutes or notes, tending to show, at most, subjects discussed and action taken. It might, if not for other objections discussed below, be admissible in court for such limited purpose only.

2. It is to some extent a record of consultation between representatives of the Commission, and their attorneys. To this extent, the discussions are privileged, and cannot be used in evidence without the consent of the client, in this case the Commission.

3. Kuckenberg probably doesn't know that such a record exists. They can't inquire very well into a record of which they have no knowledge. Eventually, as this review board procedure becomes better established, we might be in a situation where anybody interested will know what sort of record of the proceedings is kept. At present, I doubt that this is true.

At this time, we are not required by either contract or statute to even have a 'Review Board', much less to record its proceedings. Thus, the only present need for such a record is for our own files. Unless we want to go to the trouble and expense of an actual verbatim transcript, requiring either someone qualified as a court reporter, or some electronic recording device with operator, I'm inclined to believe that a sketchy, summarized record of who said what is of little value to us, possibly misleading, and could be hazardous when and if outside parties find a way to review it.

Because of this, my present suggestion would be that if we are establishing a system of recording Review Board proceedings, it would probably be preferable to use a format similar to the Commission Meeting minutes, showing who was present, what subjects were discussed, what action was taken, and very little other detail.

It should be noted that eventually, the proceedings of the 'Review Board", or "Claims Panel', might become separated into two primary functions: (1) A hearing, where representatives of the contractor, as well as highway department personnel, could appear to present oral testimony, documentary evidence, etc., and (2) staff consideration of the claim by the board or panel, where the evidence would be evaluated, disputed factual problems resolved, views on the merits of the claim discussed, etc. The meeting held on this project seemed to combine these two functions, although the contractor was not represented.

If and when the two described functions are separately performed, any record kept of the "hearing" proceedings probably should be available to the contractor as well as to the department. A record of the staff consideration of the claim, after hearing the evidence, if any such record is kept, should not be disclosed, except to the extent necessary to advise the contractor as to the Board's disposition of his claim or claims.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: G. E. Rohde

RECEIVED
JUL 28 1966

FORM E-30X 50M 3-63 46606

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1966

SUBJECT:

Westport-Clatskanie Section
of the Columbia River Highway
Contract No. 5999
Foremen's salaries on
force account work

To:

Mr. Alan Johansen
Staff Attorney
Building

In your letter of July 1, 1966 to Mr. James Moore, Attorney for Kuckenberg Construction Company, you requested proof of payment made to the foremen for work in excess of forty hours per week or $200.00. In their reply, they presented a detailed analysis of all of the foremen's time charged to the force account work. From this analysis, it appears they only paid their foremen $200.00 a week, thus resulting in an overcharge to the state.

Mr. Moore contends the state has underpaid force account labor attributable to foremen in the amount of $3,069.43. This amount was supposedly due for employer contributions, vacation time, paid holidays, paid sick leave, and paid stand-by time. In accordance with the standard specifications, we feel that only the number of hours worked directly on force account operations would be the liability of the Highway Department. In addition to the direct labor charge, we paid the Kuckenberg Construction Company an allowance for employers' social security costs, state industrial accident insurance, state and federal unemployment compensation, and the union's required health and welfare and pension contributions. The Kuckenberg Construction Company was also paid 15% of the total cost of the force account work as the contractor's allowance for profit.

In view of the above, we still feel the Kuckenberg Construction Company has overcharged the Highway Department for foremen's salaries on the force account work, and this overcharge should be considered in any settlement we might make with the contractor.

C. H. Maison
Controller

NOTED
R L PORTER

CHM:mb

cc: R. L. Porter ✓
F. B. Klaboe

RECEIVED
JUL 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1966
FOR FILING

5999

SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1966

To: C. H. Maison
Controller
Building

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
uckenberg Construction Co.
Possible Overcharge on Force
Account Payments

Enclosed is a copy of letter dated July 22, 1966, from James R. Moore, the contractor's attorney, together with the supporting data transmitted therewith.

Although I have not attempted a detailed review of this data, a cursory inspection indicates that the claim of an underpayment under Force Accounts is based upon the contractor's apportionment to the State of a proportionate share of the contractor's costs for unproductive, or paid standby time of the salaried foremen. Article 1.97 of the 1954 Standard Specifications provides, with respect to the force account allowance for labor, that 'The time allowed will be the number of hours worked directly on force account operations.'

Mr. Moore's letter, on the other hand, seems to suggest that a flat rate of $200 per week fails to include an allowance for such labor costs as employee(sic) contributions, vacation time, paid holidays and sick leave, in addition to paid standby time. The specifications provide for force account reimbursement for employer's contributions under Workmen's Compensation Act, Social Security, etc., in addition to direct payments of wages or salary. I am not advised as to what, if any, allowances were made for such recognized employer contributions, etc., on our force account payments for foremen's salaries.

I would appreicate your review of Mr. Moore's letter and supporting data, and your advice as to whether it is regarded as sufficient to substantiate the wage payments for which reimbursement was made on a force account basis or, if not, whether there is an offsetting credit due the contractor on account of indirect allowable costs such as employer's contributions to social security, etc., which were not previously allowed.

ALAN H. J[redacted]
Staff Attorney

AHJ:gw
Encs.
cc: R. L. Porter ✓
F. D. Morgan
G. E. [redacted]

RECEIVED
JUL 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-120X 90M 7-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 7 1966
FOR FILING

5999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

NOTED
R. L PORTER

July 1, 1966

James Moore
Mautz, Souther, Spaulding, Kinsey & Williamson
Attorneys at Law
Standard Plaza
Portland, Oregon 97204

Re: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Kuckenberg Construction Co.
Possible Overcharge on Force
Account Payments

Dear Mr. Moore:

Pursuant to our recent telephone conversation, this is to advise you that subsequent to our conversation in your office on June 27, 1966, I learned of a possible overcharge to the state for foremen's salaries in connection with extra work orders on the above project.

At the request of the Bureau of Public Roads, representatives of the State Highway Department's Accounting Division made an examination of some of the Kuckenberg Company's field records on this project during April and May of 1963. From an examination of the available records, it appeared that the foremen were weekly salaried employees receiving a flat rate of $200 per week. The billings on the extra work orders, upon the basis of which the state made reimbursement to the Kuckenberg Company, included a charge of $5 per hour for the time worked by foremen. In instances where the foremen worked more than 40 hours per week, this would indicate that charges for foremen's salaries on the extra work orders exceeded the amount actually paid to those foremen by the contractor.

The Bureau of Public Roads has now provided the Highway Department with an analysis indicating that the force account payments made, for foremen's salaries throughout the life of the contract, exceeded the amount actually paid those men by the contractor by $2,559 and some odd cents. This assumes that the amount actually paid to the men by the contractor was and remained at a flat figure of $200 per week.

As indicated above, these findings are based upon our examination of available field records on the project in the spring of 1963 and are not necessarily

copy

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.
7-6-66

conclusive. If the contractor actually paid the foremen in question overtime, on the basis indicated by the force account bills and subsequent payments by the state, we request that such actual payments to the foremen be substantiated by canceled payroll checks or, if such are not available, certified copies of the contractor's payrolls for the periods in question.

In order to avoid the necessity of a full-scale audit of the contractor's records, our Accounting Division has listed, as set forth below, a few examples of the possible overcharges for foremen's salaries. Accordingly, it is suggested that your client submit for review canceled payroll checks or certified copies of payrolls substantiating, if this is the case, that the actual amounts paid to the foremen listed below for the periods shown, were equal to the amount charged on the extra work orders.

Foremen	Period	Amount Charged to Extra Work Orders	Amount Paid by Contractor	Difference
N. Gilkison	Feb. 4-8, 1963	$220.00	$200.00	$20.00
N. Gilkison	Feb. 11-15, 1963	220.00	200.00	20.00
N. Gilkison	Feb. 18-22, 1963	212.50	200.00	12.50
N. Gilkison	April 15-19, 1963	222.50	200.00	22.50
N. Gilkison	April 22-26, 1963	215.00	200.00	15.00
D. Stensrud	April 15-19, 1963	240.00	200.00	40.00
D. Stensrud	April 29-May 3, 1963	260.00	200.00	60.00
D. Stensrud	May 6-10, 1963	265.00	200.00	65.00
P. E. McKinney	March 11-15, 1963	250.00	200.00	50.00
P. E. McKinney	March 18-22, 1963	220.00	200.00	20.00
P. E. McKinney	June 8-12, 1964	245.00	200.00	45.00
P. E. McKinney	June 15-19, 1964	230.00	200.00	30.00

If satisfactory evidence can be submitted substantiating the payments shown above, we will be willing to assume that like payments in excess of $200 per week at the various other times throughout the contract could also be substantiated. Similarly, if such evidence cannot be submitted, we will have to assume that none of the payments in question were made in the amounts in excess of $200.

In view of this development, it will be necessary that consummation of any settlement of the contractor's claims on this project be delayed pending resolution of this problem of the possible overpayment. If the foremen's salary payments in question cannot be substantiated, the only alternative would appear to be a credit for the approximately $2500, against any settlement of the contractor's claims which might be reached with regard to this project.

I will appreciate a reply at your earliest convenience.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: R. L. Porter
C. H. Maison
G. E. Rohde

R[illegible]
JUL 1 [illegible]
STATE [illegible]

AUG 2 1966

FOR FILING

SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1966

SUBJECT: (Assignment: FBK-765)
Contractor's Claim
Westport-Clatskanie Section
Contract No. 5999

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Your assignment requests our comments on Mr. Johansen's May 26 letter which discusses the current status of negotiations on several pending claims. The letter is mainly concerned with three unresolved items as follows:

Part 12, Claim IV ($5,695.05):

The contractor during construction in the Station 700 vicinity wanted to utilize the roadway which was then still in use in the stage 2 zone, as shown on the plan typical section, copy of which is attached, and drill down holes for later shooting of this material. His purpose in this request was that the proper drilling equipment was then available. In the interest of traffic this was declined and the contractor drilled horizontal holes from the lower level and claims that this resulted in a less efficient blasting operation. Up to now we have contended that our decision was supported by specifications, both 1.47 and a special provision, copy attached, which we thought was directly applicable to such a situation. The contractor's contention that shooting with down holes would have been more effective and economical is possible, but unproven. Presence of the drilling equipment in the stage 2 zone would have reduced traffic to a tight one-way and probably at times a complete stoppage while the drill was being repositioned between holes. We, therefore, believe that compromise on this claim does have to be from a legal standpoint as we find no engineering basis to alter our previous opinion.

CLAIM VI - Coleman Cut:

The sequence of the removal and the quantities from the various portions of the Coleman Cut have been studied quite carefully, resulting in the attached typical section which includes certain cost and quantity data. We have been agreeable to paying an extra cost which has been computed to be 27¢ per yard (including average haul and based on total costs of the entire cut) for the zones 1, 2 and 3 shown in red

NOTED
F. B. KLABOE

on the cross sections. This is material removed under contract bid items to revised slope lines in what amounted to a plan change with an accompanying increase in unit cost. We have resisted any extra payment more than the general excavation bid price for the material removed below subgrade as shown in purple on the cross section. This is based on Section 2.4.24 which calls for excavation below subgrade as general excavation. It can very reasonably be argued that this conflicts with Section 1.9.5 of the general specifications which is concerned with changes in details of construction and that the change made here, that is the over-excavation, was at a higher unit cost. There is probably some depth or some quantity beyond which we should not depend on Section 2.4.24. As you know, we have discussed changing this specification to try to set up some practical limit on its usage. The 10,720 cu. yd. quantity involved here is substantial and it is difficult to argue convincingly that changes in the limits of excavation above subgrade are eligible for extra payment when the character of the work is changed, but not below subgrade. We favor including the over-excavated material in our adjustment and concur with Johansen.

CLAIM VIII:

We had previously made an analysis of the contractor's derivation of the labor increases as best we could without actually going to his payroll records. The summary of the contractor's amount is shown on the attached copy. Our Cost Analyst comes very close to the percentages shown by taking a straight average of the various wage rate increases, whereas the contractor has probably used actual weighted figures using the people he really employed. The main difference on this item is the period covered. The contractor contends that a reasonable completion date for the project would have been August 1, 1963. We have prepared another chart of the years involved showing workdays charged throughout the life of the contract. The original contract had 185 workdays and this number was not charged until August 19, 1964. You will note the contractor directly employed very little labor after this date. Apparently most of the work accomplished after that time was paving and base rock work, which was subcontracted, and such labor is not in his claim. This matter of a reasonable completion date, if all the slide and grade problems had not arisen, has been discussed further with the Division Engineer, and we all agree it would have been prior to August 19, 1964. Maybe we cannot arbitrarily say that the complete 185 day contract time is proper here. No allowance was made in the workday count for force account work so it is reasonable to conclude that the contract could have been completed earlier. Mr. Johansen did not comment on whether the late presentation of this particular claim is a good basis to reject it. If it is valid for consideration as a claim, the suggested $7,500 compromise for the labor increase only is very reasonable.

I believe we are very close to a fair settlement of all claims on this contract. Much time and effort have gone into the derivation of the compromises we have recommended.

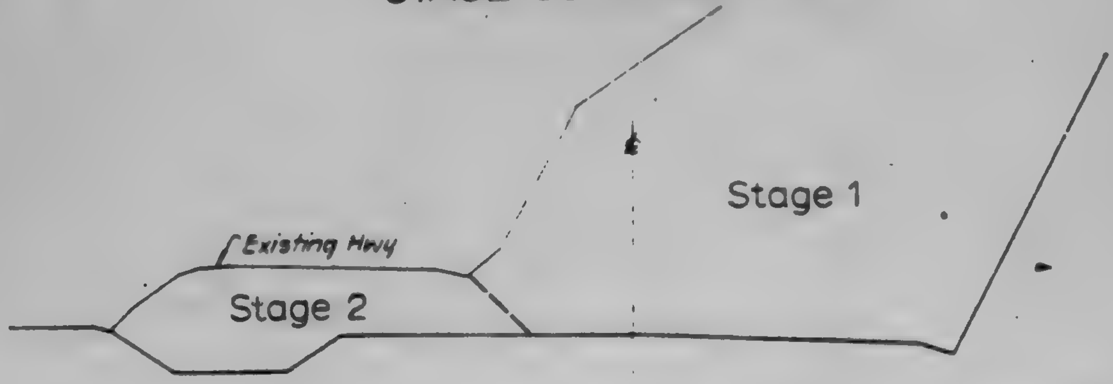
F. D. Morgan
Construction Engineer

By John A. Bond

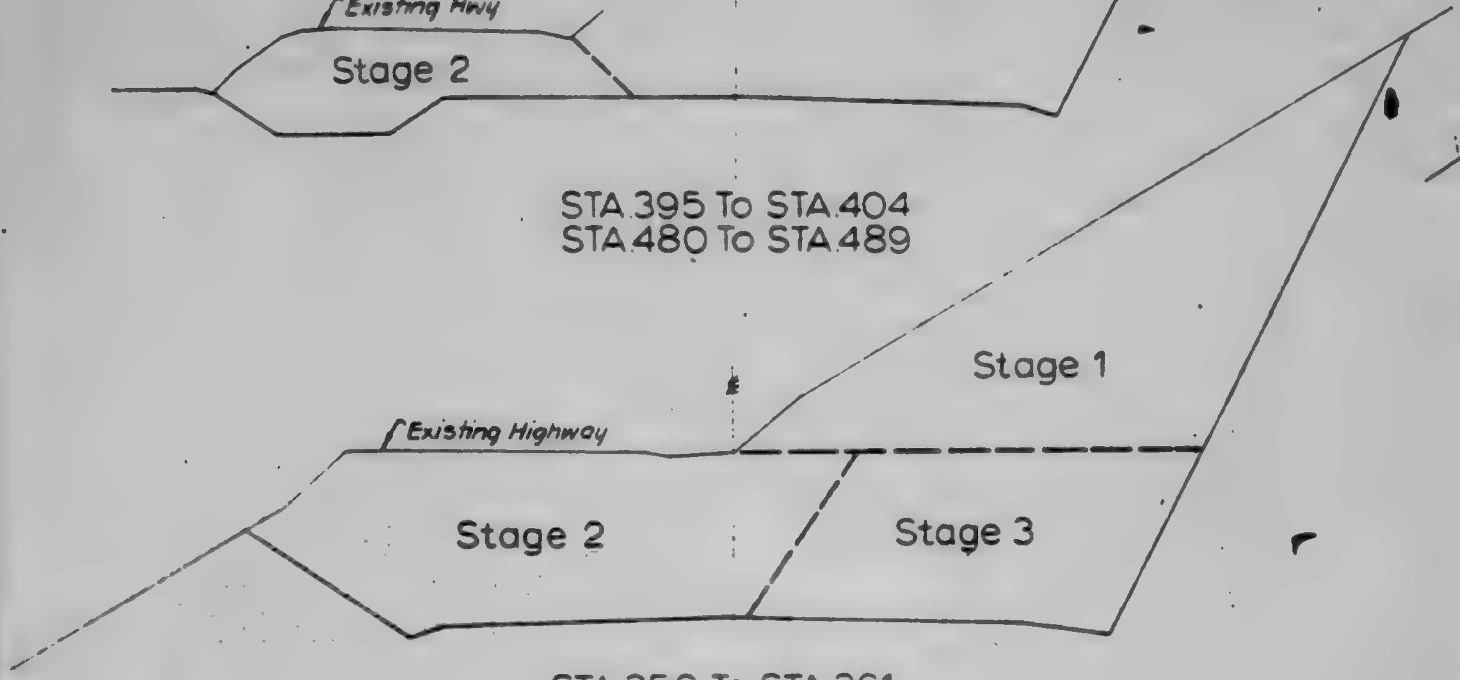
John A. Bond
Staff Assistant

JAB:bjm
Attachments

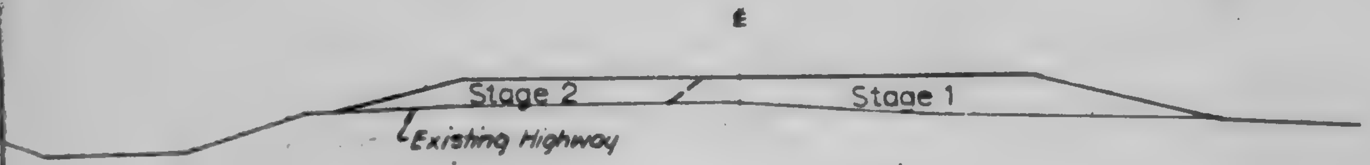
STAGE CONSTRUCTION


Stage 1
Existing Hwy
Stage 2
℄

STA.395 To STA.404
STA.480 To STA.489


℄
Stage 1
Existing Highway
Stage 2
Stage 3

STA.356 To STA.361
STA.366 To STA.377
STA.404 To STA.407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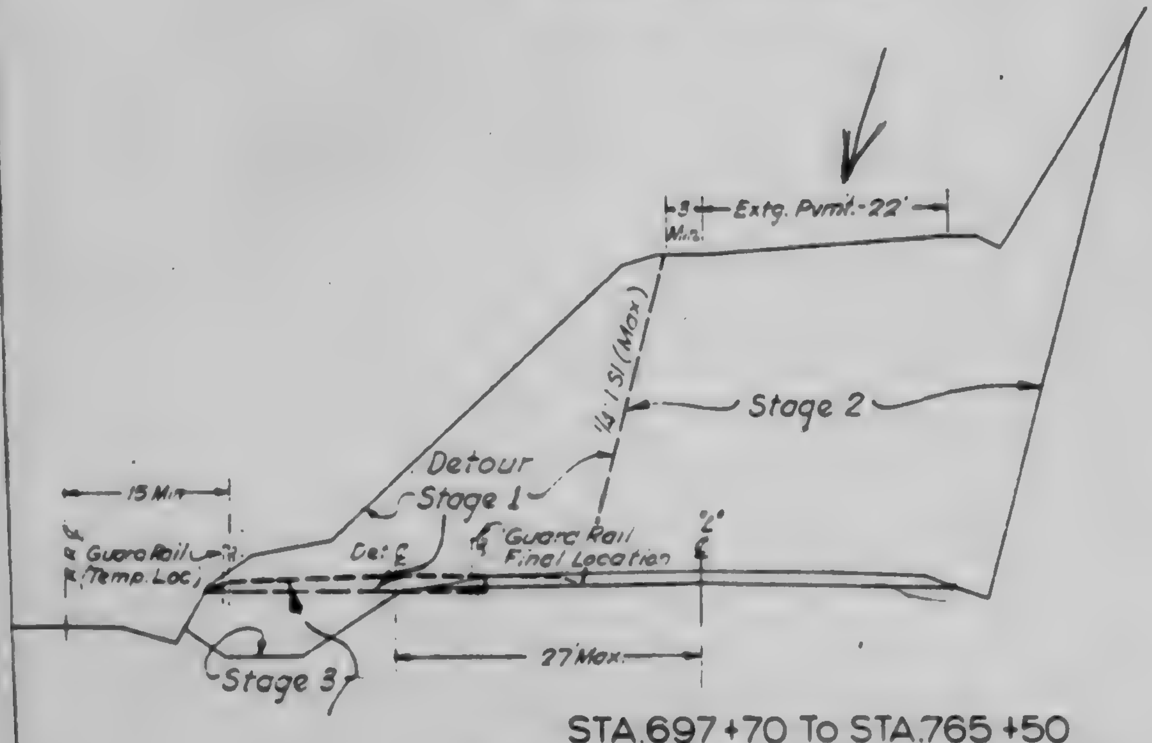
Stage 2
Stage 1
Existing Highway

STA.390 To STA.395


3' Min.
Extg. Pvmt.-22'
¼:1 Sl.(Max)
Stage 2
Detour
Stage 1
15' Min.
℄ Guard Rail Temp. Loc.
Det ℄
℄ Guard Rail Final Location
"Z" ℄
27' Max.
Stage 3

STA.697+70 To STA.765+50

Westport-Clatskanie Section

MISCELLANEOUS PROVISIONS

Provision for Traffic:

In addition to the provisions given in the standard specifications and elsewhere set forth for the safeguarding and handling of traffic past the work, the following provisions shall be applicable to the work to be done under the contract.

It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the existing highway and existing public roads crossing the new work to traffic, except for short periods of time as deemed necessary.

No work which interferes or conflicts with traveled roadways shall at any time be commenced or performed until a plan for the satisfactory handling of traffic at the place concerned has been worked out and has been approved by the engineer.

The contractor shall maintain such temporary detour roads, connecting roads, bypasses and runoffs as are needed for the satisfactory handling of traffic over and alongside the work.

State Requirements Relating to Payment of Minimum Wages:

The attention of the contractor is directed to the insert bound herewith titled "Supplemental Standard Specifications - State Requirements Relating to Payment of Minimum Wage Rates on Public Works", which provisions are applicable to the work to be performed under the contract.

In addition to the craft classifications and applicable minimum wage rates given in the Schedule of Minimum Hourly Wage Rates in said insert, the following shall also be applicable under this contract the same as though they were included in said schedule.

Craft Classification	Minimum Hourly Wage Rate
Painters, Brush	$3.25

RECEIVED
JUN 30 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5999

Salem, Oregon
June 28, 1966

SUBJECT:

To: Mr. G. E. Rohde
Chief Counsel
Building

An examination was made of the Kuckenberg Construction Company's field records on the Westport-Clatskanie section of the Columbia River Highway, contract No. 5999 during April and May, 1963, by the State Highway Department at the request of the Bureau of Public Roads.

From the examination of the available records, it appears there could have been an overcharge to the State for foremen's salaries in connection with the extra work orders on this project. The foremen are weekly salaried employees receiving $200.00 per week. The billings on the extra work orders have included a charge of $5.00 per hour for all time worked. In some cases, it appears charges for foremen's salaries on the extra work orders exceeded the amount actually paid to the foremen by the contractor.

Foremen	Period	Amount Charged to Extra Work Orders	Amount Paid by Contractor	Difference
N. Gilkison	Feb. 4-8, 1963	$220.00	$200.00	$20.00
N. Gilkison	Feb. 11-15, 1963	220.00	200.00	20.00
N. Gilkison	Feb. 18-22, 1963	212.50	200.00	12.15
N. Gilkison	April 15-19, 1963	222.50	200.00	22.50
N. Gilkison	April 22-26, 1963	215.00	200.00	15.00
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P. E. McKinney	March 18-22, 1963	220.00	200.00	20.00
P. E. McKinney	June 8-12, 1964	245.00	200.00	45.00
P. E. McKinney	June 15-19, 1964	230.00	200.00	30.00

The above are a few of the examples of the possible overcharges on the contract. It appears that this situation existed throughout the life of the contract.

As previously stated, the above findings were made from the examination of the field records on this project, and are not conclusive. We would request that if the company actually paid the overtime worked by the foremen, they submit for our review either certified copies of their payrolls or the cancelled payroll checks for the periods shown in the above examples.

C. H. Maison
Controller

CHM:jc

cc: R. L. Porter ✓

RECEIVED
JUN 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1966
FOR FILING

Morgon
Decker
✓ Bond

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1966

SUBJECT: Contractor's Claim
Westport-Clatskanie Section
Contract No. 5999

To: F. B. Klaboe
Asst. State Highway Engineer

Building

765

Please refer to Mr. Bond's Memo to the Files of March 29, and his inter-department letter of May 5, 1966, relating to the above claims. With the May 5 letter, Mr. Bond transmitted to you ten price agreements representing tentative settlement of a number of the contractor's original claims.

As suggested at the conference with the contractor on March 24, I recently met with the contractor's attorney, James R. Moore, in an attempt to see whether we could work out, at least as between ourselves, some disposition of the remaining five claims. According to Mr. Bond's memo of May 5, these five claims originally totaled $194,145.50. The figures I have on individual claim items (discussed below) indicate that the original total was $256,976.62. Be this as it may, it appears, after conferring with Mr. Moore, that he would be willing to recommend to the contractor settlement of these remaining claim items for a total figure of approximately $15,178.

The last mentioned figure is approximate because on several of the items, no specific figures were agreed upon between Mr. Moore and myself. However, I am reasonably certain that, at least so far as the attorney is concerned, these could all be settled for well under $20,000.

The first remaining item, following the conference of March 24, was what was designated as Part I, Claim IV (See page 2, memo of 3/29/66). This was for a grade change in the Midland Road area in the amount of $466.93. After considerable discussion this claim was not resolved, the contractor saying "Pass temporarily." As part of a compromise of all claims, if such is possible, Mr. Moore would recommend to his client that this claim be dropped in its entirety.

The next remaining item was Part 12, Claim IV (See page 3, memo of 3/29/66). This was a claim for $5695.05, alleged to constitute extra costs arising from the method of construction required in the area of Station 700. Our rejection has been based upon the belief, among other reasons, that we had clear authority under the contract to make a factual determination that drilling

NOTED
F. B. KLABOE

Date 6-1-66

ASSIGNED TO F. D. Morgan By FBK No. 765

Letter From Alan Johansen

Dated 5-26-66
Has Been Acknowledged By

RE: Contractor's Claim, Westport-
Clatskanie Section
Contract No. 5999

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

PLEASE RETURN TO
F. B. KLABOE

Please have Bond study and advise me. (I am still holding PA's.)

Due date: 6-8-66

Report Received ______ Completed 6-8-66

To Commission ______ Agreement ______

File Closed ______

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equested by the contractor, would unnec-
traffic. If that were the case, there
the contractor as to the correctness of

inent contract provisions, including pages
and 1.4.8 of the Standard Specifications,
authority of the engineer, etc., I am of
ation, the contractor could probably suc-
he correctness of our judgment is open to
urt, the judge or jury could second guess
d by the contractor would have unneces-
d traffic. Also, it appears that this
ll on some pipe, in addition to what was
hich was shipped to the project. I have
February 28, 1966, indicating that we may
ich is in a relatively insignificant amount,

mpromise of the claim would, in my opinion,
ot agree on any specific figure, but agreed
ve clients some compromise on this claim.
entire case, I would recommend a compro-
his claim.

One of the more troublesome remaining items was the claim based upon changed conditions, etc., in the Coleman Cut. This was designated as Claim VI (See pages 3, 4, memo of 3/29/66). This claim originally amounted to $77,831.12. After earlier conferences, at the meeting on March 24, the contractor had reduced his figure to somewhere in the neighborhood of, I believe, $15,000 to $17,000. We had come up with a figure of $2276, based on our computation of the additional cost in excavating outside the originally staked slopes.

At my recent meeting with Mr. Moore, I learned that their figure was substantially higher because the contractor had used the average price for Extra Work Order excavation in this area, instead of their average actual costs on the whole cut, resulting, of course, in a considerably higher figure. They claim that this is more realistic in that the approximate $1.10 per c. y. for an average cost on the whole cut, which we used, includes the easy work in the area.

At one point in the earlier negotiations, at least some of the departmental personnel were of the view that there might be some merit in the contractor's claim for additional compensation on account of excavation below grade in this cut. Our $2276 figure does not include any additional compensation for excavation below grade. According to our computations, this involved some from the top of the stage 1 cut, as requested by the contractor, would unnecessarily endanger or inconvenience the traffic. If that were the case, there would be little point in arguing with the contractor as to the correctness of that factual determination.

However, after examining pertinent contract provisions, including pages 7, 8 of the Special Provisions, 1.4.7 and 1.4.8 of the Standard Specifications, and more general provisions as to the authority of the engineer, etc., I am of the opinion that in the event of litigation, the contractor could probably successfully claim that the question of the correctness of our judgment is open to re-examination. In other words, in court, the judge or jury could second guess us as to whether the procedure proposed by the contractor would have unnecessarily endangered and/or inconvenienced traffic. Also, it appears that this claim originally included a freight bill on some pipe, in addition to what was originally required by the contract, which was shipped to the project. I have notes of a departmental conference on February 28, 1966, indicating that we may owe some part of that freight bill, which is in a relatively insignificant amount, totaling, I believe, $45 or $50.

All things considered, some compromise of the claim would, in my opinion, be appropriate. Mr. Moore and I did not agree on any specific figure, but agreed generally to recommend to our respective clients some compromise on this claim. As part of a package settlement of the entire case, I would recommend a compromise offer of approximately $2500 on this claim.

One of the more troublesome remaining items was the claim based upon changed conditions, etc., in the Coleman Cut. This was designated as Claim VI (See pages 3, 4, memo of 3/29/66). This claim originally amounted to $77,831.12. After earlier conferences, at the meeting on March 24, the contractor had reduced his figure to somewhere in the neighborhood of, I believe, $15,000 to $17,000. We had come up with a figure of $2276, based on our computation of the additional cost in excavating outside the originally staked slopes.

At my recent meeting with Mr. Moore, I learned that their figure was substantially higher because the contractor had used the average price for Extra Work Order excavation in this area, instead of their average actual costs on the whole cut, resulting, of course, in a considerably higher figure. They claim that this is more realistic in that the approximate $1.10 per c. y. for an average cost on the whole cut, which we used, includes the easy work in the area.

At one point in the earlier negotiations, at least some of the departmental personnel were of the view that there might be some merit in the contractor's claim for additional compensation on account of excavation below grade in this cut. Our $2276 figure does not include any additional compensation for excavation below grade. According to our computations, this involved some

10,720.1 cubic yards. Our computation of the difference between what was paid on a unit price basis, and the contractor's actual average costs on the excavation outside the original slopes, was approximately 27 cents per yard. If we allowed the same differential to the excavation below grade, this would increase the total amount for this claim, both outside the slopes and below grade, to approximately $5178.

Mr. Moore indicated that he would recommend to his client settlement of this claim for $5178 (approximately, subject to exact computation), as part of a package settlement. It is my recommendation that such an offer be made.

The next remaining item was the contractor's Claim No. VIII, for additional overhaul payments of $4901.52. (See page 4, memo of 3/29/66). As part of a package settlement, the contractor's attorney would recommend that they drop this claim.

The remaining, and largest part of the entire claim, is the contractor's Claim XI, for idle time and increased labor costs. The idle time portion of the claim is $158,983, and $9,099 is for increased labor costs.

After researching pertinent legal authorities, I am convinced that in a proper case, idle time costs, usually represented by the reasonable rental value of idle equipment, may be recovered by a contractor. That is, if the contractor shows that by reason of breach of contract by the state, or other good reason, he is entitled to recover delay damages, damages for idle time are a proper item to be included.

In this case, it is impossible to predict, with any degree of assurance, whether or not we would be held liable for idle time and increased labor costs, by reason of the large quantities of extra work, and the substantial overrun in time, involved in completing this project. Many arguments with some measure of validity could be advanced both for and against such a claim.

Essentially, it would probably boil down to a question to be decided by a court or jury as to whether the large amount of extra work, and the consequent additional time, resulted in making this a substantially different job from the one upon which the contractor bid. Many subsidiary points would be involved, but I believe that there is a substantial liklihood that we would be held liable for such portion of the contractor's claim as he could prove with reasonable certainty.

In any event, I understand that the Construction Division believes that at least some portion of the claim for increased labor costs may be justified, in that wage rates did increase during the last year or two of this project. It should be emphasized that the question of legal liability for the increased labor costs will be exactly or substantially the same as the question of legal liability for idle time charges. Thus, if we can be held liable for increased labor costs, we can also be held liable for idle equipment time.

In any event, the contractor's attorney indicated that he would recommend to his client, with substantial hope of acceptance, that they drop their idle time claim entirely, if we would agree to pay at least "a substantial part" of the claim for increased labor costs.

I am advised by Mr. Bond that our cost analysis indicates that the claim for increased labor costs is probably not more than one-half valid. However, as part of the package settlement, I would recommend an offer of $7500 in an attempt to settle this claim, if all the other claims can also be disposed of.

Approval of the ten price agreements previously submitted, and settlement of the remaining items on the basis outlined herein, would result in disposition of all claims on the project for approximately $45,000. These claims originally totaled, according to my figures, $301,386.62. It is my opinion that settlement on this basis is fully justified, and in the best interests of the State.

A related matter, not originally submitted as part of the claims on this project, is the trespass action filed against the contractor by the Administrator of the Estate of Helen Elander Johnson, who owned real property adjacent to the project. The contractor recently tendered the defense of that case to the State, on the basis that the admitted trespass was our responsibility. We declined, since our personnel believe, properly I think, that it is solely a matter of contractor's responsibility. The contractor's attorney has informally sought our agreement to pick up half the cost of a settlement of the trespass case. I informally advised him that we would probably not participate.

I have now received another letter from Mr. Moore, dated May 25, 1966, and enclose a copy herewith. As you will see, he has now formalized his earlier proposal. One-half of the settlement mentioned amounts to $398.60. The amount originally sought in the trespass case was $5,000.00. If the direct "claims" on this project can be settled on the basis outlined above, I strongly suspect that this relatively minor but potentially troublesome matter can be disposed of at the same time, at no additional cost to the State. Meanwhile, I will advise Mr. Moore that we cannot at present agree to any participation in settlement of the trespass case.

If you deem it desirable, I am reasonably confident that I can obtain a written offer from the contractor to settle all claims on this project, including the trespass matter, for a specific figure in line with the above, without binding the State to anything.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Enc.
cc: G. E. Rohde
John Bond

[illegible]
OFFICE [illegible]

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON 97204

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND R. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE

JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
LEE JOHNSON
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT

TELEPHONE 222-9981
CABLE ADDRESS: "ROBCAL"

RECEIVED
MAY 26 1966
LEGAL & RIGHT OF WAY

May 25, 1966

Mr. Alan H. Johansen
Staff Attorney
Oregon State Highway Dept.
Salem, Oregon 97310

Re: Johnson vs. Kuckenberg Construction Co.
Westport-Clatskanie Section Columbia
River Highway Contract No: 5999

Dear Al:

You will find enclosed a copy of a reply to my letter to Bob Anderson concerning settlement which we discussed at our recent conference in Portland, on May 21, 1966.

As you can see the Johnson Estate is willing to settle the case for the total sum of $797.20.

My client has requested that I propose to the State of Oregon that they contribute one-half of the settlement amount, in order to finally dispose of this claim. It would be appreciated if you would confer with the proper representatives of the Highway Commission and let me know whether or not the State of Oregon is willing to contribute toward the settlement of the case. Thank you for your courtesy and cooperation.

Yours very truly

James R Moore

James R. Moore

JRM:ab
Encl.
cc: J.E. Lyon

ROBERT C. ANDERSON
GEORGE C. FULTON
HAYES P. LAVIS

ANDERSON, FULTON & LAVIS
ATTORNEYS AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON 97103

TELEPHONE
325-5911

May 23, 1966

Mr. James R. Moore
Attorney-at-Law
Standard Plaza
Portland, Oregon 97204

Re: Johnson vs Kuckenberg

Dear Mr. Moore:

Regarding your letter of May 16, 1966, I have had an opportunity to discuss the same with the Administrator of the Estate.

We will be willing to settle for the $750.00 plus actual out-of-pocket expenses which are as follows:

Title & Trust Company - title report	$ 25.00
Sheriff of Multnomah County	5.00
Filing fee - Columbia County	17.20
	$ 47.20

If agreeable, you may send me the Stipulation and Motion to Dismiss with Prejudice, and I will file them for you and have Mr. Johnson sign a release, if you so desire.

Very truly yours,

ANDERSON, FULTON & LAVIS

Bob

Robert C. Anderson

RCA:mw

RECEIVED
AUG 1 - 1966
FOR FILING
F-221 (10)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 5, 1966

B/exp
5/18

SUBJECT: Contractor's Claims
Westport-Clatskanie Section
Contract No. 5999

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Herewith ten Price Agreements which have been signed by the contractor, Division and Resident Engineers, and are recommended by this office as final settlement for thirteen claims that the contractor presented. These Price Agreements cover the items which are mentioned in my March 29 Memo as those for which we acknowledge some additional payment is due and are in the amounts that have been arrived at by negotiation and compromise over a period of time, including three meetings with the contractor here.

My Memo summarizes the circumstances. More detailed and lengthy files on each of these claims are available in the Division office.

Approval of these Price Agreements, which total $29,378.55, is recommended. This is reduced from $44,410 originally claimed for these items. This will leave five claims originally totalling $194,145.50 which have been declined and on which further action is up to the contractor.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: Alan Johansen

RECEIVED
MAY 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1966

SUBJECT: Contractor's Claims
Meeting of March 24, 1966
Westport - Clatskanine
Contract No. 5999

To:

MEMO TO THE FILES

A meeting was held in the Construction Engineer's office on March 24, 1966 with the following people present: Henry Kuckenberg, Larry Kuckenberg, Mr. Stensrud and Tommy Thompson (bookkeeper) representing the contractor and Misters Morgan, Decker, Oliver, Asburry, Johansen, Juve and Bond representing the Highway Department. This was a continuation of a previous meeting held March 4, 1966 with the same people (except Mr. Thompson) plus Glenn Hossner and Joe Amilio of the Bureau of Public Roads and Mr. Al Fackler and Mr. Moore (attorney) also representing the contractor at that meeting.

Claims were discussed as follows with the same identifying numbers and order shown in other correspondence.

I. Moat revision, Sta. 489-525 - Original claim $2,598.08. The contractor presented new cost figures to segregate the extra cost for reworking of a section of the moat that had been completed before a grade change was made. Payment in the amount of $1,130.12 was recommended by OSHD as complete settlement of this claim.

II. This claim in the amount of $683.55 had been withdrawn by the contractor previously as a previous meeting brought out the fact that the work covered by this claim (guardrail salvage and reinstallation) had been paid under a bid item.

III. Original claim amount $569.20, for delay and extra work required in installation of a storm sewer culvert crossing at Sta. 1671 not shown on the plans; City water line broken during installation. Contractor presented a revised billing in the lower amount of $330.87 for only the extra work and delay arising from the broken water line. Contractor to submit additional copies of this bill - payment recommended by CSHD.

IV. Grade changes, original amount $28,832.98 -- total of 12 separate parts.

*Part 1 - Midland Road Area $466.93, not resolved. Contractor said "pass temporarily".

Part 2 - Marshland Road surcharge Sta. 563 to 586. The original amount was $7,426.57. This is an area where rock material from an adjacent cut was fed into a soft unstable area where the grade was also raised from plan and the area stabilized by displacement of soft material. Claim reduced to $4,352.57 by allowing for amount already paid under contract items to build to revised grade. Payment in this amount recommended on the basis that the surcharge technique used stabilized the area and was cheaper than overexcavating and replacing the unstable material and the fact that the contractor brought this section to grade once before the surcharge was placed.

Part 3 - Original amount $3,524.47 for grade correction at Clatskanine. Work paid for to date on EWO 14 alledgedly did not cover all costs required to rough grade to a revised grade line. Contractor finally agreed to delete part of D9 dozer time claim and also $132 of grader time which amounts to deletion of all extra work claimed after August 10, 1964. Contractor to submit revised bill, in approximate amount of $2,800.

Part 4 - $341.30 for cleaning boulders and other material lost in a ditch Sta. 523+50 to 543+50 while over-excavating and replacing soft areas in the roadway.

Part 5 - $1,454.08 originally claimed. Additional cost for rough finishing Sta. 524 - 586+50 grade change section.

Part 6 - No separate cost claimed - included in Part 7.

Part 7 - $10,921.09 as extra rough grading cost to match a revised grade line, Sta. 615 - 690+50. Discussion brought out that approximately 40% of the length involved (including part 5) was below the planned grade at time grade was changed and would have required work by the contractor to meet the plan. The contractor would not accept general excavation payment for the 2,805.1 cubic yards which remeasure at time of grade revision showed was above revised grade. The contractor finally agreed to accept a percentage based on length above compared to length below revised grade which amounts to approximately a 60% payment.

Parts 4, 5 and 7 were considered similar in nature and final settlement in the amount of $7,630 (approximately 60%) for all three items as a compromise was acceptable to contractor and is recommended by OSHD.

Part 8 - No cost involved (a section paid on EWO 17)

Part 9 - $169.77 originally claimed. Approach revision Sta. 781+25. This claim covers minor grading work to change alignment of an approach at the same time a 12-inch culvert was installed and paid under a bid item. No grading paid previously. Contractor agreed to delete one hour of time to cover bid item share of move time in the claim. Payment in the amount of $141.47 acceptable and recommended.

Part 10 - $1,337.31 - withdrawn by contractor (Midland Road connections).

Part 11 - $806.20, Contractor claim for work alledgedly beyond contract west limits as extra cost of excavation in soft area. Discussion brought out that the excavation haul bracket shown on plans does extend past the contract limits. Station shown and all yardage involved was paid under bid items. Contractor withdrew the claim.

*Part 12 - $5,695.05, Sta. 700-705. Contractor claims this extra cost arising from poor results of shooting with lifters when he was not allowed to drill down holes. We contend this was in a planned and designated stage 2 construction area and the refusal to allow drilling equipment on the travelled roadway was out of concern for traffic and was proper under the specifications. The area was subsequently available to drills when traffic was switched below. Contractor will hold in abeyance.

V. $1,724.10 original claim for ditch revisions, Sta. 563-585+50. This arises from ditches staked for 3+ft. depth in transition area between cut and fill. Yardage was computed and paid on general excavation. OSHD agreed at previous meeting that this should be considered as drainage excavation and payment in the amount of $1,100.04 as difference between general excavation paid and drainage excavation due at bid prices be made. Contractor signed P.A. in this amount.

*VI. Coleman cut Sta. 364 to 377 - original claim $77,831.12. The claim is based on changed conditions arising from changes in the cut slope lines and disposition of the material as unsuitable. The earlier claim meeting brought out that the amount claimed did not properly take into account the amount of money that had already been paid under bid or force account items in this vicinity. Part of the contractor's claim involves overexcavation of unsuitable material below the planned grade line. This has been refused on the basis that the character of the work in that zone was not changed. It was understood at the March 4 meeting that the contractor would accept a settlement on the basis of costs to be developed by deleting the Coleman "A" cut and the 1962 excavation from the computations so that a section from Sta. 365 to 379± would be used and a new cost per yard developed which was expected to be around $1.10 per cubic yard from which the contract payment would be deducted. These new figures were presented (a copy had been sent to the contractor prior to the meeting) from which an additional payment in the amount of $2,276 for complete settlement of this claim was developed. This would be for the additional cost in two zones of the cut section, outside the original staked slope. The contractor would not sign a price agreement on this basis and claimed that this method was not valid. He seeks payment in approximate amount of $15,000. To be discussed further with our Legal Department by the contractor's attorney later.

VII. Contractor originally claimed $225.90 for an additional concrete quantity. The concrete computations had been reviewed prior to the earlier meeting and it was found that an additional 1.58 cubic yards was due which amounts to $94.80. Contractor had previously agreed to settlement in this amount.

*VIII. Additional overhaul payment of $4,901.52 claimed. The contractor contends that his load count of the yardage moved and its distribution is more accurate than our mass diagram. It was pointed out to the contractor that the mass diagram method complies with the specifications and that $229,956 was actually paid for haul under the regular contract items and that the difference he is claiming is only 2.14%. We contend the load account data is not accurate to this degree. The claim was denied. The contractor indicated he would pursue it further.

IX. Payment for excavated material at small Woodson cut, $815.40 claimed. This is where a cut slide occurred before remeasure could be made but where it was admitted material had been removed back of the original staked slope line. The Resident Engineer had pictures to compare and on the basis of an approximation of the section that had existed prior to the slide had made a computation justifying an additional payment in the amount of $814.37 using general excavation bid price. Contractor signed price agreement as final settlement in this amount.

X. Railroad flagging costs, $14,640.50 claimed. This is claimed for railroad flagging alledgedly caused by force account work and is based on a 50-50 split on certain railroad flagging bills covering periods when both regular contract and force account work was being done concurrently. Settlement recommended using the 50-50 split but a slightly different period of time as set forth by the Resident Engineer's letter of January 10, 1964. This would result in an additional payment in the amount of $11,195.19 which is recommended.

*XI. Idle equipment time and labor wage rate increases. Amount claimed $158,983.00 for equipment and $9,099.00 for labor. We stated it is questionable whether there is a valid basis for a claim of this nature in the first place. The original contract amount of less than $2,000,000 was expanded to a total payment to the contractor of over $4,000,000 at completion, so it is obvious that some equipment was employed more than could have been expected originally. Further, the contractor derived a date in August, 1963 as a normal completion date for the original contract work whereas the 185 workdays specified did not accrue until August 19, 1964. Further, discrepancies were found regarding the specific dates some equipment is claimed to be idle. The Resident Engineer found several instances where the equipment in question was either actually employed on force account or regular contract items or all equipment was idle due to the weather. In addition, some of the daily rates shown are higher than those derived by our cost analysist. So far as we can determine this claim was first brought forth by the contractor at our November 8, 1965 meeting. The lateness of the claim which is in clear violation of two sections of the specifications was not pointed out at this meeting. The lateness of the claim which is in clear violation of two sections of the specifications was not pointed out at this meeting. The contractor's attorney is to confer further on this item with our Legal Division and it was considered better for our Legal people to use this information at their descretion. As it stands, the claim is denied in its entirety.

The two price agreements which the contractor signed will be held by the Division Office until the other agreed items can be documented.

Summary:

Total amount of claims originally: $300,904.35
Amount recommended to pay to date: $29,589.43
*Amount declined or pending: $194,145.50
(5 claims)

John A. Bond

John A. Bond
Staff Assistant

JAB:nh

cc: Legal Division - Attention: Al Johansen
F. B. Klaboe
R. D. Asburry
K. Oliver
Bureau of Public Roads - Attention: G. Hossner

RECEIVED
JAN 20 1966

FOR FILING

5747

January 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Oregon Project F-221(10)
Westport-Clatskanie Section
Columbia River Highway

Dear Sir:

Your letter of November 19, 1965 indicated final project acceptance would be withheld pending additional information on listed exceptions to the materials certification and the amount of penalty to be assessed for nonspecification asphaltic concrete pavement.

Our Materials Engineer reports that documentation is not available to substantiate materials certifications for contract items Nos. 36, 37, 38 and 50. The description, quantity and materials cost of the contract items are as follows:

Item 36 - 1" Galv. Water Pipe	270 lin.ft.	@ $.30/ft. =	$ 81.00
Item 37 - 1¼" Galv. Water Pipe	144 lin.ft.	@ $.47/ft. =	67.68
Item 38 - 2" Galv. Water Pipe	1,066 lin.ft.	@ $.64/ft. =	682.24
Item 50 - Woven Wire (Type II Fence)	18 rods	@ $.90/ft. =	16.20
			$847.12

Mr. Martin of your office concurred that nonparticipation in the above items should be based on the cost of the materials rather than the full bid price.

The amount of penalty for nonspecification asphaltic concrete has been determined to be $412.50. The basis for determination of the penalty is a previously established method of assessment of $125.00 per mile of two-lane roadway per lift. In this instance, the test results for the combined top and bottom lifts resulted in a total length of 3.30 penalty miles.

The materials certification penalty and the nonspecification penalty amount to a total of $1,259.62 subject to nonparticipation.

Your final acceptance of this project is requested.

Very truly yours,
Forrest Cooper
State Highway Engineer
By
L. H. Young
Office Engineer

VG:lt
cc: F. B. Klaboe

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1966

SUBJECT: Certification of Materials
Westport-Clatskanie Section
Contract No. 5999

To: Mr. L. H. Young
Office Engineer

BUILDING

According to the Materials Department Certification of this project some 10 items were excepted as not having sufficient data to substantiate acceptance. The Bureau of Public Roads would not clear the project until these matters were resolved.

After extensive work, additional testing and checking we have cleared most of these items; however, it appears there are a few which cannot be substantiated or evidence obtained to provide acceptance. They are as follows:

1. Under Items #36, 37 and 38 - Galvanized water pipe of sizes 1", 1-1/2" and 2".

The laying of this pipe was done in 1962 and while there probably is no doubt but what it met manufacturer's specifications, we are unable to locate any documentation which will substantiate this. The only other way would be to excavate and remove a section of each size for testing purposes. This would mean considerable cost and replacement as well as disturbing existing water supplies and was not considered practical. Total amount and cost of this pipe is summarized later in this letter.

2. Under Item #50 - Type II Fence:

Some 18 rods of this fence was placed in 1962 and manufacturer's certifications were either not obtained or lost. Recently, samples of this fence was procured and it failed to meet testing requirements. This item will also be itemized later in the letter.

3. Compaction of Asphaltic Concrete was low but we had previously agreed that due to the State ordering paving under adverse conditions, any penalties would be sustained by the Highway Department.

cc ~~Lin~~ Chan
1-17-66

Vince — [redacted]
Agreed on
this topic
KB letter to BPR
Y

Summary of unsubstantiated items and costs:

Item 36 - 1" Galv. Water Pipe	270 lin. ft. @$.30/ft. =	$ 81.00
Item37 - 1-1/2" Galv. Water Pipe	144 lin. ft. @$.47/ft =	$ 67.68
Item 38 = 2" Galv. Water Pipe	1066 lin. ft. @$.64/ft =	$682.24
Item 50 - Woven Wire on Type II Fence	18 Rods @$.90	$ 16.20
Asph. Conc. Compaction		$412.50
Total BPR Non-participation		$1,259.62

It is recommended that the $1,259.62 be set aside as non-participating by the Bureau of Public Roads. Marv. Martin, Area Engineer of BPR, concurred by telephone that the non-participation would only be required on the cost of materials and not on the full bid price.

Other than the above items, all other items have been cleared and O. A. White will submit to your office a new certification which will reflect this.

F. D. Morgan
Construction Engineer

By

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe
O. A. White

RECEIVED
NOV 29 1965

FOR FILING
F-221 (10)

5999

SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1965

SUBJECT: Westport-Clatskanie
Contract No. 5999

To:

Mr. G. E. Rohde
Chief Counsel
BUILDING

Herewith for your information are copies of three letters transmitted to our Division 2 office by Kuckenberg Construction Company and all relating to a suit filed against Kuckenberg by a Helen Johnson. This arises from an alleged trespass involving a waste area and you will note the June 23 letter raises the possibility of bringing in the State of Oregon.

We will keep you advised of any further development in this matter that comes to our attention.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

JAB:fp
Attach.
cc F. B. Klaboe
R. D. Asburry

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

F-221(10)
5999

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 19, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section
Columbia River Highway
Materials Certification

RECEIVED
NOV 2[illegible] 1965
OFFICE ENGINEERING
DIVISION

Reference is made to Mr. Young's letter of November 3, 1965 transmitting necessary final project documents and requesting our final acceptance of subject project. A copy of the materials certification was included in the documents submitted.

A review of this materials certification and attached sheet indicates that several materials incorporated in the work were not tested. Other materials that were tested did not comply with governing specifications.

We are real concerned to learn that your procedures permit a project to advance to completion without compliance with necessary testing requirements. While we do not feel that this is representative of your normal practice we do feel that necessary action should immediately be taken to strengthen your procedures to assure future compliance with your sampling and testing requirements on all projects.

The attached sheet indicates that tests made on wire for the Type 1 fence revealed noncompliance with the specified zinc coating, and that a large number of the field control tests and laboratory check tests on the asphaltic concrete aggregates did not meet specified gradation requirements. The implication is that these nonspecification materials were incorporated in the work at contract unit prices.

Our final acceptance of this project will necessarily be withheld pending your submission of additional information on the listed exceptions to the materials certification. Manufacturer certifications and/or field inspection reports should be obtained and furnished for the untested materials incorporated into the project and satisfactory justification is necessary to support your acceptance of the nonspecification materials. Too, we have not yet been advised relative to the amount of penalty you consider equitable for the nonspecification asphaltic concrete pavement which was requested in our June 22, 1965 memorandum.

[illegible] letter 7/14/65

Young
copy to Morgan
11-23-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] Date [illegible]

ASSIGNED TO L. H. [illegible] By [illegible] No. [illegible]

Letter From A. W. Parsons - [illegible]

Dated 11-19-[illegible]

Has Been Acknowledged By ______

RE: [illegible]
[illegible]
[illegible] Certification
Oregon Project [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr. ______
Contact correspondent and report

REMARKS:

Please rough draft reply and
return through Victor Wolfe.

Due date 12-30-[illegible]

PLEASE RETURN TO
F. B. KLABOE

Report Received ______ Completed 1-20-66

To Commission ______ Agreement ______

File Closed ______

RECEIVED
NOV 4 - 1965
FOR FILING
[illegible]
59[illegible]

November 3, 1965

Mr. [illegible]. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Federal-aid Project
Acceptance

Dear Sir:

Your April 1, 1965 endorsement noted that contract work on Contract No. 5999, Westport-Clatskanie Section in Clatsop and Columbia Counties, Federal-aid Project No. F-221(10) was satisfactory. The State Highway Commission authorized acceptance of the contract as of July 7, 1965.

Attached or listed below are data necessary for your acceptance of the project.

All participating work under State Force Order by State Forces, or others, completed July 13, 1965.

Materials Report, Form PR-47 submitted May 3, 1965.

Attachments are as follows:

Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (2-25t)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:jb

cc: C. H. Maison
P. D. Morgan
R. N. Chase

RECEIVED
AUG 17 1965

FOR FILING

F-221(10)
2119

Salem, Oregon
August 16, 1965

Materials Certifications

Mr. Oscar A. White
Materials Engineer

LABORATORY BUILDING

All requirements for the Bureau of Public Roads acceptance of the projects listed below will be in order upon receipt in this office of the Materials Certification.

Project	Contract	Completed	Location
F-221(10)	5999	2-17-65	Westport-Clatskanie
I-80N-3(37)102	6347	4-21-65	Biggs-Rufus
I-80N-5(11)147	6372	5-27-65	Willow Cr.-Airport Rd.
I-80N-3(5[illegible])121	63[illegible]0	4-5-65	Fairgrounds Rd.-Shady
I-5-6(52)307	6393	4-28-65	N. Unit, Minnesota Freeway
S-526(1)	6512	6-28-65	Delta Hwy. Grade Separation
S-523(2)	6539	6-26-65	Willow Creek Br.
ER-152(1)	6560	6-30-65	Euchre Mountain
S-522(2)	6573	6-26-65	Fish Lake-Drake Creek
S-102(6)	66[illegible]4	6-25-65	Modoc Rd.-Bybee Br.

L. H. Young
Office Engineer

cc: Tom Edwards

VG:cd

RECEIVED
AUG 13 1965
FOR FILING

F-221 (10)

5999

August 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the Westport - Clatskanie Section of the Columbia River Highway, Contract No. 5999, Project No. F-221(10) in Clatsop County, was completed July 13, 1965.

This work was authorized by Order for State Work No. 25 dated February 2, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. N. Chase
J. Phillips

WH:km

RECEIVED
JAN 27 1966

FOR FILING

[illegible]

5999

August 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement for the Westport-Clatskanie Section, Project No. F-221(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CL:cd

Oregon State Highway Department

Federal-aid
Project No. F-221(10)

WESTPORT-CLATSKANIE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Type Code 6202
2-lane Roadway (Sta. 337+00 thru equa. 786+31.99 = 1655+59.14 to Sta. 1665+75)
(Contract 5997)

Salem, Oregon, July 30, 1965

Clearing and Grubbing	All Req. (98[illegible])		$ 136,024.00
Drainage Excavation, Unclass.	5,930 cu.yd.	2.00	11,860.00
General Excavation, Unclass.	985,276 cu.yd.	0.81	798,073.56
Extra for Selected Subgrade Mat.	81,000 cu.yd.	0.10	8,100.00
Short Overhaul	3,984,100 yd.sta.	0.01	39,841.00
Long Overhaul	374,590 C-yd.sta.	0.40	149,836.00
Finishing Roadbed & Slopes	All Req. (9[illegible])		9,800.00
Rounding Cutbanks	3,800 l.ft.	0.15	570.00
12-inch Concrete Pipe	1,060 l.ft.	3.00	3,180.00
18-inch Concrete Pipe	744 l.ft.	5.00	3,720.00
24-inch Concrete Pipe	300 l.ft.	6.95	2,085.00
30-inch Concrete Pipe	70 l.ft.	9.45	661.50
36-inch Concrete Pipe	120 l.ft.	12.30	1,476.00
12-inch Corrugated Metal Pipe	220 l.ft.	3.55	781.00
18-inch Corrugated Metal Pipe	1,480 l.ft.	6.00	8,880.00
24-inch Corrugated Metal Pipe	600 l.ft.	7.25	4,350.00
30-inch Corrugated Metal Pipe	100 l.ft.	8.90	890.00
36-inch Corrugated Metal Pipe	400 l.ft.	12.85	5,140.00
48-inch Corrugated Metal Pipe	590 l.ft.	16.75	9,882.50
72-inch Corrugated Metal Pipe	670 l.ft.	30.35	20,334.50
84-inch Corrugated Metal Pipe, 8 Gage	310 l.ft.	41.30	12,803.00
18-inch Corrugated Metal Siphon Pipe	340 l.ft.	7.60	2,584.00
9'-4" Structural Plate Pipe-Arch	34 l.ft.	57.15	1,943.10
96-inch Structural Plate Pipe	110 l.ft.	51.00	5,610.00
6-inch Metal Drain Pipe	100 l.ft.	1.90	190.00
8-inch Metal Drain Pipe	740 l.ft.	2.25	1,665.00
12-inch Metal Drain Pipe	110 l.ft.	3.50	385.00
6-inch Perforated Metal Drain Pipe	590 l.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330 l.ft.	2.25	742.50

12-inch Perforated Metal Drain Pipe	280 l.ft.	3.50	980.00
Special Backfill in Drains	450 cu.yd.	10.00	4,500.00
Salvaging and Stockpiling Culvert Pipe	440 l.ft.	2.00	880.00
1-inch Galvanized Water Pipe	300 l.ft.	1.00	300.00
1-¼ inch Galvanized Water Pipe	280 l.ft.	1.50	420.00
2-inch Galvanized Water Pipe	600 l.ft.	2.50	1,500.00
Concrete Inlets, Type G	2 only	150.00	300.00
Concrete Inlets, Type G-2	1 only	125.00	125.00
Class "A" Concrete	84 cu.yd.	60.00	5,040.00
Metal Reinforcement	13,000 lb.	0.14	1,820.00
36-inch Metal Tide Gates	1 only	350.00	350.00
Type 1 Fence, Modified	1,300 rod	6.40	8,320.00
Type 2 Fence	10 rod	6.00	60.00
14' x 48" Metal Gates	6 only	70.00	420.00
16' x 48" Metal Gates	4 only	85.00	340.00
24' x 48" Metal Gates	1 only	98.00	98.00
Metal Guard Rail	15,300 l.ft.	2.30	35,190.00
Salvage and Reinstall Guard Rail	6,800 l.ft.	0.95	6,460.00
Guide Posts, Type W-2	330 only	6.70	2,211.00
Loose Riprap	110 cu.yd.	5.00	550.00
Coarse Crushed Material in Base	157,080 ton	1.75	274,890.00
3/4" - 0 Material in Base	30,530 ton	1.90	58,007.00
Sprinkling	4,096 M-gal.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gal.	0.20	7,764.00
Preparation of Base	All Req. (98%)		2,450.00
3/4" - 0 Material in Binder Course	915 cu.yd.	3.30	3,019.50
Furnishing and Placing Aggregates	660 cu.yd.	4.50	2,970.00
RC-3 Asphalt	140 ton	40.00	5,600.00
120-150 Asphalt	40 ton	50.00	2,000.00
SS-1 Asphalt	24 ton	60.00	1,440.00
Asphaltic Concrete Mixture	32,270 ton	4.25	137,147.50
Asphalt in Mixture	1,766 ton	30.00	52,980.00
Extra for Paving Approaches	46 only	25.00	1,150.00
			$ 1,872,109.66

Flagging (57½% of Contractor's Cost)	All Req. (90%)	$ 7,200.00
Seeding and Mulching	All Req.	6,450.00
Signing (Temporary)	All Req. (90%)	720.00
Extra Work Order #3	All Req.	125,000.00
Extra Work Order #6	All Req.	80,000.00
Extra Work Order #7	All Req.	71,500.00
Extra Work Order #9, Supp. #1, #2, & #3	All Req.	1,080,000.00
Extra Work Order #10, Supp. #1, #2	All Req.	230,000.00
Extra Work Order #12	All Req.	61,063.00
Extra Work Order #13, & Supp. #1	All Req.	67,000.00
Extra Work Order #17	All Req.	144,553.00
Price Agreement #1	All Req.	13,000.00
		$ 1,886,486.00

Utilities

Work by West Coast Telephone Co.	All Req.	$ 10,000.00
Work by Pacific Northwest Telephone Co.	All Req.	3,000.00
Work by Clatskanie P.U.D.	All Req.	3,100.00
		$ 16,100.00
Work by S.P. & S. Railway Co.	All Req.	$ 75,000.00
	Subtotal	$3,849,695.66
	10% Engr. & Cont.	384,969.34
	Total	$4,234,665.00

Length of Roadway - - - - - - - - - - - - - 6.709 miles
Cost of Roadway per mile - - - - - - - - $457,191.52

Type Code 6202
4-land Roadway (Sta. 1665+75 to Sta. 1674+00)(Contract 5999)

Clearing and Grubbing	All	Req. (2%)		$ 2,776.00
Drainage Excavation, Unclass.	230	cu.yd.	2.00	460.00
General Excavation, Unclass.	10,508	cu.yd.	0.81	8,511.48
Short Overhaul	25,900	yd.sta.	0.01	259.00
Long Overhaul	1,210	C-yd.sta.	0.40	484.00
Finishing Roadbed and Slopes	All	Req. (2%)		200.00
18-inch Concrete Pipe	56	l.ft.	5.00	280.00
54-inch Corrugated Metal Pipe	110	l.ft.	19.50	2,145.00
8-inch Sewer Pipe	260	l.ft.	1.85	481.00
12-inch Sewer Pipe	100	L.ft.	3.00	300.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Concrete Manholes	1	only	250.00	350.00
Adjustment of Manholes	4	only	85.00	340.00
Concrete Curbs	50	cu.yd.	55.00	2,750.00
54-inch Metal Tide Gates	1	only	625.00	625.00
Coarse Crushed Material in Base	3,420	ton	1.75	5,985.00
3/4" - 0 Material in Base	770	ton	1.90	1,463.00
Sprinkling	104	M-gal.	2.50	260.00
SS-1 in Sprinkling	980	gal.	0.20	196.00
Preparation of Base	All	Req. (2%)		50.00
3/4" - 0 Material in Binder Course	55	cu.yd.	3.30	181.50

RC-3 Asphalt	10 ton	40.00	$ 400.00
Asphaltic Concrete Mixture	1,530 ton	4.25	6,502.50
Asphalt in Mixture	84 ton	30.00	2,520.00
Extra for Paving Approaches	12 only	25.00	300.00
Asphaltic Concrete Traffic Markers, Type L	40 lin.ft.	1.00	40.00
			$ 38,359.48
Flagging (57½% of Contractor's Cost)	All Req. (10%)		$ 800.00
Signing (Temporary)	All Req.(10%)		80.00
			$ 880.00
	Subtotal		$ 39,239.48
	10% Engr. & Cont.		$ 3,923.52
	Total		$ 43,163.00

Length of Roadway - - - - - - - - - - - - -0.156 mile
Cost of Roadway per Mile $244,769.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$4,234,665.00	$2,707,000.00	$1,527,665.00
4-lane Roadway	43,163.00	27,000.00	16,163.00
	$4,277,828.00	$2,734,000.00	$1,543,828.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

[illegible]

[illegible]

Estimated [illegible] Company.

Labor [illegible] protective planting	324 [illegible]	$169.00	$ 54,756.00
Furnish and replace ties damaged by [illegible] planting	100 [illegible]	$ 7.10	$ 710.00

[illegible]

Labor	$ [illegible],032.00
Materials	[illegible],047.00
Salvage Credit	- 670.00

[illegible]

Labor		$ 7,07[illegible].00
Material		[illegible]73.00
	Total	$ 75,120.00
	NET	$ 75,000.00

Estimated Costs of Work by the West Coast Telephone Company.

Labor		$ 4,350.00
Material		9,850.00
Equipment		1,310.00
Overhead		2,605.00
Salvage Credit		- 7,790.00
		$ 10,325.00
	NET	$ 10,000

[illegible]

[illegible]

[illegible]	$ 9[illegible]0.00
[illegible]	354.80
[illegible]	112.00
[illegible]	2[illegible]6.93
[illegible] credit	- 15[illegible].[illegible]0
	$ 1,510.33

[illegible]

[illegible]	$ 1,594.75
[illegible]	209.21
[illegible] credit	- 177.75
	$ 1,626.21
Grand Total	$ 3,136.54
[illegible]	$ 3,100.00

[illegible]

[illegible]	$ 1,430.00
[illegible]	8[illegible]5.00
[illegible]	354.00
Overhead (Construction)	3[illegible]6.00
	$ 3,025.00
[illegible]	$ 3,000.00

[illegible]

[illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
	[illegible]

[illegible]

[illegible]	[illegible]
[illegible]	[illegible]
	[illegible],000.00

[illegible]

[illegible]	[illegible],000.00
[illegible]	[illegible]
	[illegible],000.00

[illegible]

[illegible]	[illegible],000.00
[illegible]	[illegible]
	[illegible],000.00

[illegible]

[illegible]	[illegible],000.00
[illegible]	[illegible]
	[illegible],000.00

Extra Work Order #12 & Supplements

Equipment Rental	$40,709.00
Labor	20,354.00
	$61,063.00

Extra Work Order #13 and Supplements

Equipment Rental	$45,000.00
Labor	22,000.00
	$67,000.00

Extra Work Order #17 and Supplements

Equipment Rental	$96,369.00
Labor	48,184.00
	$144,553.00

Price Agreement #1

Excavate 6,500 cu.yds.	$2.00	$13,000.00

A

RECEIVED
JUL 23 1965
FOR FILING
F-271(10)

5999

July 21, 1965

County Court of Columbia County
Courthouse
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County a fully executed copy of an abandonment agreement between the State Highway Commission and Columbia County covering the Marshland Detour road on the Westport-Clatskanie Section of Columbia River Highway in Columbia County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

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JUL 20 1965
FOR FILING
F-221-(10)
5999

A

July 20, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

On July 13, 1965, we wrote to you concerning release of final payment on Contract No. 5999 awarded to Kuckenberg Construction Company, Inc., for grading, paving, and rock production on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties.

Final payment on this contract is $59,663.30 and the total contract amount is $3,941,100.98, including $1,953,060.15 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Kuckenberg Const. Co. Inc.
P. O. Box 7407
Portland 20, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

Date: 7/14/65

Floyd Query
Commission Secretary

A voucher has been prepared to pay

6

Contract No. 5999, Est. No. 46 Final, Date: 2/17/65, Amt. $59,613.30

Contractor Kuckenberg Construction Co., Inc.

Totals to date:	Paid to contractor	$	3,941,100.98
	Amount of force account	$	1,953,060.15
	Amount of retained percentage	$	

Claims Section
Accounting Division

10/64

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JUL 15 1965
FOR FILING

F-221(.)

5999

Salem, Oregon 97310
July 14, 1965

Mr. L. H. Young
Office Engineer
BUILDING

Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
BPR Ref. No. 08-35.4-DB
Low Compaction Results -
A. C. Pavement

I enclose a copy of a letter to Mr. Porter from M. D. Glenn, Field Testing Engineer, in which he advises that the Bureau of Public Roads will reduce the payments on this project a total of $412.50 due to low compaction of the asphalt concrete.

It is our opinion that this penalty should be assumed by the State and not assessed against the contractor.

Would you please handle it from here.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. F. D. Morgan

FORM E-90 50M 3-63 SP*6470-734

REFERRED TO
Klabor
BY DEPUTY STATE HIGHWAY EN

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
BPR Ref. No. 08-35.4-DB
Low Compaction Results-
A. C. Pavement

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Reference is made to Mr. Dec's letter of June 22 relating to acceptance of this project, subject to the reduction of the Bureau's participation, due to the low compaction results on the A.C. pavement.

Mr. Dec states the amount at reduction is to be based on our previously established method used to assess penalties on the Siletz-Toledo and Astoria-Rilea projects which had similar low compaction results. The basis of penalties assessed on those projects was $125.00 per mile of two lane roadway per lift. Using this basis, the amount of reduction would be $412.50 and was computed as follows:

Test Results	Length in miles represented by test
Top Lift -	
90.4	0.25 miles
90.8	0.25
89.2	0.25
91.8	0.25
91.2	0.25
90.8	0.175
91.2	0.25
90.4	0.075
91.2	0.175
Bottom Lift -	
90.5	0.25
90.5	0.125
91.1	0.25
87.7	0.175
90.0	0.075
90.5	0.25
91.4	0.25
Total Length	3.30 miles

Total Penalty = 3.30 miles x \$125.00 = \$412.50

One of the disadvantages of using this method as a basis of assessing compaction penalties is the determination as to what length along the roadbed each individual core sample represents. On the Siletz-Toledo and Astoria-Rilea projects this was relatively simple as below specified compaction results were obtained throughout the length of these projects in both lanes. On projects where low compaction results are scattered throughout the project, this determination becomes more difficult. Another disadvantage is that the degree of compaction obtained is not taken into consideration. The penalty for a test result of 91.9% is the same as for a result of 87.5%. These disadvantages are overcome by applying our new method of taking cores and using a sliding scale, based on the degree of compaction obtained, to determine the amount of penalty. Using this method, the penalty on this project would be \$478.80 as shown on the attached computation sheet.

Due to the first disadvantage mentioned above, I arbitrarily used our present method - each core representing 0.5 miles or portion thereof - to determine what the penalty would be on this project. This was discussed with Mr. Marvin E. Martin, District Engineer for the Bureau of Public Roads, on July 6 and was acceptable by him.

The amount by which the Bureau of Public Roads had indicated they will reduce their participation is therefore \$412.50.

F. D. Morgan
Construction Engineer

By

MDGlenn

M. D. Glenn
Field Testing Engineer

MDG:rw

cc: F. B. Klaboe
L. H. Young

[illegible]

PENALTY ASSESSMENT
FOR
LOW COMPACTION ON BITUMINOUS MATERIALS

Project [illegible]-CLATSKANIE
Highway [illegible]
Contractor [illegible] Co.

Date [illegible]
Prefix [illegible]-900
Cont. No. [illegible]

SAMPLE NO.	STATION	LINE	DIST. FROM ℄	SECTION REPRESENTED STA.-STA.		% RELATIVE COMPACTION TOP AC	BASE AC	PLANT MIX BIT. BASE	PENALTY DOLLARS	REMARKS
	[illegible]		[illegible]	[illegible]		90.[illegible]			[illegible]	
	[illegible]+00		[illegible]	[illegible]	[illegible]				[illegible]	
	[illegible]		LT OWT	45[illegible]	[illegible]	[illegible]			40.00	
	572+00		[illegible]	[illegible]					[illegible]	
	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	
	722+50			[illegible]	[illegible]	[illegible]			[illegible]	
	[illegible]		OWT	725[illegible]	0.1[illegible]	[illegible]			[illegible]	
	727+00		OWT	[illegible]	[illegible]	[illegible]			[illegible]	
	1[illegible]	"	Lt OWT	[illegible]	[illegible]	91.7			[illegible]	
	518+50	"	Lt OWT	[illegible]	[illegible]				[illegible]	
	655+00		[illegible]	65[illegible]	[illegible]		[illegible]		[illegible]	
	[illegible]	"	Lt OWT	[illegible]	[illegible]		[illegible]		30.0[illegible]	
	722+50	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
	[illegible]+00	"	[illegible]	719+00-[illegible]	0.25		[illegible]		[illegible]	
	75[illegible]	"	[illegible] OWT	[illegible]	[illegible]		[illegible]		[illegible]	
	75[illegible]	"	[illegible] OWT	75[illegible]	[illegible]		[illegible]		[illegible]	
							[illegible]		[illegible]	
							Total		[illegible].00	

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JUL 15 1965

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5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are three copies of reply to Mr. Dec's letter of June 22 relative to the low compaction results on the A. C. pavement for this project.

F. D. Morgan
Construction Engineer

MDG:fp
Enc.

NOTED
F. B. KLABOE

RECEIVED
JUL 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30R—30M—1-66 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
BPR Ref. No. 08-35.4-DB
Low Compaction Results-
A. C. Pavement

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Reference is made to Mr. Dec's letter of June 22 relating to acceptance of this project, subject to the reduction of the Bureau's participation, due to the low compaction results on the A.C. pavement.

Mr. Dec states the amount at reduction is to be based on our previously established method used to assess penalties on the Siletz-Toledo and Astoria-Rilea projects which had similar low compaction results. The basis of penalties assessed on those projects was $125.00 per mile of two lane roadway per lift. Using this basis, the amount of reduction would be $412.50 and was computed as follows:

Test Results	Length in miles represented by test
Top Lift -	0.25 miles
90.4	0.25
90.8	0.25
89.2	0.25
91.8	0.25
91.2	0.175
90.8	0.25
91.2	0.075
90.4	0.175
91.2	
Bottom Lift -	0.25
90.5	0.125
90.5	0.25
91.1	0.175
87.7	0.075
90.0	0.25
90.5	0.25
91.4	
Total Length	3.30 miles

Total Penalty = 3.30 miles x $125.00 = $412.50

One of the disadvantages of using this method as a basis of assessing compaction penalties is the determination as to what length along the roadbed each individual core sample represents. On the Siletz-Toledo and Astoria-Riles projects this was relatively simple as below specified compaction results were obtained throughout the length of these projects in both lanes. On projects where low compaction results are scattered throughout the project, this determination becomes more difficult. Another disadvantage is that the degree of compaction obtained is not taken into consideration. The penalty for a test result of 91.9% is the same as for a result of 87.5%. These disadvantages are overcome by applying our new method of taking cores and using a sliding scale, based on the degree of compaction obtained, to determine the amount of penalty. Using this method, the penalty on this project would be $478.80 as shown on the attached computation sheet.

Due to the first disadvantage mentioned above, I arbitrarily used our present method - each core representing 0.5 miles or portion thereof - to determine what the penalty would be on this project. This was discussed with Mr. Marvin E. Martin, District Engineer for the Bureau of Public Roads, on July 6 and was acceptable by him.

The amount by which the Bureau of Public Roads had indicated they will reduce their participation is therefore $412.50.

F. D. Morgan
Construction Engineer

By

MDGlenn
M. D. Glenn
Field Testing Engineer

MDG:rw

cc: F. B. Klaboe
L. H. Young

PENALTY ASSESSMENT
FOR
LOW COMPACTION ON BITUMINOUS MATERIALS

Project [illegible]
Highway [illegible]
Contractor K[illegible] Co.

Date [illegible]
Prefix [illegible]
Cont. No. [illegible]

SAMPLE NO.	STATION	LINE	DIST. FROM ℄	SECTION REPRESENTED STA.-STA.	SECTION REPRESENTED MI.	% RELATIVE COMPACTION TOP A.C.	% RELATIVE COMPACTION BASE A.C.	% RELATIVE COMPACTION PLANT MIX BIT. BASE	PENALTY DOLLARS	REMARKS
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	
	[illegible]		R[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	
	[illegible]		Lt [illegible]	[illegible]		[illegible]				
	[illegible]		R[illegible]	[illegible]		[illegible]			[illegible]	
	[illegible]	"	[illegible]	[illegible]		[illegible]			[illegible]	
	7[illegible]			[illegible]		[illegible]			[illegible]	
	[illegible]	"	[illegible]	[illegible]	0.15	[illegible]			12.[illegible]	
	727+00		[illegible]	[illegible]	[illegible]	[illegible]			16.00	
	[illegible]	"	[illegible]	[illegible]	[illegible]	41.7			[illegible]	
	[illegible]	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
	655+00		[illegible]	652+00-[illegible]	[illegible]		[illegible]		[illegible]	
	[illegible]	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
	733+50	"	[illegible]	[illegible]	0.25		[illegible]		[illegible]	
	7[illegible]	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
	75[illegible]	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
	78[illegible]	"	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	
							Total		[illegible]	

Form CD-421 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

DATE: June 22, 1965

In reply refer to: 08-35.4-DB (55)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

Klaboe
BY DEPUTY S

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section
Low Compaction Results - A.C. Pavement

Reference is made to Mr. Glenn's letter of June 18, 1965 requesting our acceptance or rejection of the asphaltic concrete pavement on subject project due to the compaction being less than the specified 92 percent.

We do not feel that the low compaction results warrant total rejection of the A.C. pavement on subject project. However, we do feel that an equitable penalty should be assessed in view of the substantial non-compliance with governing specifications. Moreover, our previous actions in assessing penalties on the Siletz-Toledo and Astoria-Rilea projects for similar deviations from specified requirements have established a precedent in this regard.

In view of the above, our participation in this project will be reduced by the amount of the penalty arrived at under your previously established method. We would appreciate your advising us of the amount of this penalty as a matter of record.

CONSTRUCTION DIVISION
JUN 28 1965

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Walgamot
Copy to Young
6-28-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

RECEIVED
JUL 8 - 1965
FOR FILING
F-221(10)
5999

3d

16

July 7, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed February 17, 1965, on Contract No. 5999. The contract was with Kuckenberg Construction Company and was for grading, paving and rock production on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 7, 1965, and that you concur in this procedure at the Commission meeting on July 13.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-30 20M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1965

SUBJECT: Acceptance of Contract

To:

Mr. Fred Klaboe
Assistant Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 5999, with Kuckenberg Construction Co., Inc. for grading, paving and rock production on the Westport - Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties completed February 17, 1965.

L. H. Young
L. H. Young
Office Engineer

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F [illegible]1(10) 9

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: April 23, 1965

SECTION: Westport-Clatskanie

SECTION PREFIX: 4-1091

HIGHWAY: Columbia River

COUNTY: Clatsop & Columbia

NAME OF JOB: Westport-Clatskanie

KIND OF WORK: Grading, Paving and Rock Production

CONTRACTOR: Kuckenberg Const. Co. Inc.

CONTRACT NUMBER: 5999

FEDERAL AID PROJECT NUMBER: F-221 (10)

DATE OF CONTRACT: October 25, 1961

DATE WORK STARTED: November 9, 1961

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 267

WORK DAYS USED: 245

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 4 288 166.32

ENGINEERING AUTHORIZATION: $ 255 000.00

EXCLUSIVE OF ENGINEERING: $ 4 033 166.32

ENGINEERING COST TO DATE: $ 259 841.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4 065 364.15

PERCENT OF AUTHORIZATION: 101.7 %

ESTIMATED PERCENT: OVERRUN +00.75 %

DATE PROJECT WAS COMPLETED: February 17, 1965

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	-	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.87	8.87			8.87
MILES PARTIALLY COMPLETED	XXXX	XXXX			XXXX
MILES COMPLETED	8.87	8.87			8.87
TOTAL ESTIMATED QUANTITIES (CONTRACT)	849 000CY	191 800 Ton	8 000 CY		33 800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	995 800	197 190	6 662		36 477
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	995 800	197 190	6 662		36 477
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
[illegible] 2 1965

NOTED
JOHN R. OAKES

NOTED
J. G. CAMPBELL

RECEIVED
APR 26 1965
OFFICE OF
DIVISION ENGINEER

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Two and three personnel working on semi-final estimate data. Expect to have semi-final ready about April 30.

SIGNED Keats Oliver, Resident Engineer

ADDRESS P.O. Box 71, Wecoma Beach, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 8 - 1965

FOR FILING

April 7, 1965

Kuckenberg Construction Co., Inc.
11104 N.E. Holman St.,
P. O. Box 7407
Portland 20, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, FA Project F-221(10).

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Fred B. Klaboe
Asst. State Highway Engineer

VG:mb
cc: F. D. Morgan
L. H. Young

RECEIVED
APR 8 - 1965

FOR FILING

5999

Form [illegible] 1-65 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

We have reviewed your analysis of five claims submitted by the contractor on the subject project and concur in your recommendation that the claims, in their entirety, be denied.

Negotiations at this stage are considered to be at the Division level. In this light, will you please advise the contractor of your decision.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1965

FOR FILING

Salem, Oregon
March 22, 1965

Increase in Project
Authorization

Mr. Knute Oliver
Resident Highway Engineer

This is to advise you that at its meeting of March 11, 1965 the Highway Commission approved an increase of $249,787.00 in project authorization on Contract No. 5999, Clatskanie-Westport Section of the Columbia River Highway in Clatsop and Columbia Counties.

The new authorization for construction is $4,288,166.32. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:jb

cc: R. D. Asbury

RECEIVED
MAR 16 1965
FOR FILING

March 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that remedial guard rail painting work was completed on March 11, 1965, on Contract No. 5999, Westport-Clatskanie Section, in Clatsop and Columbia Counties, in connection with Federal-Aid Project No. F-221(10).

We request that your office return a signed copy of this letter indicating acceptance of the contract work in accordance with your endorsement on our letter dated March 2, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

4-1091

FORM E-30X—50M—7-64 SP*6230-734

5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

As requested in your letter of March 5, 1965, Resident Engineer Keats Oliver has, to the best of his ability, summarised the quantity of materials moved on Extra Work Order No. 9 on the subject project.

Due to the type of work involved, it was impossible to get and keep an accurate estimate of the quantity involved. The attached report is the best and only, to my knowledge, way of arriving at a reasonable answer.

Attached are five copies of Resident Engineer Oliver's report regarding this matter, in which he itemizes this item.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
MAR 15 1965
19

FORM E-30 50M 7-59 22124

RECEIVED
MAR 12 1965
OFFICE OF
DIVISION ENGINEER
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Lincoln City
March 10, 1965

SUBJECT: Westport - Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
Salem

In reply to your request of yesterday I have listed below an itemization of quantities moved under EWO #9, subject section:

You will notethat load counts were kept on all shovel-loaded material from the big cut (Sta. 734 - 751) which was hauled to the waste area adjacent to the railroad tracks. These load counts were converted to yardage on a daily basis by estimating the average size load for each day. Figures used were 8,, 10 and 12 yards to the load. Load counts were not kept on slide cleanup work in the Woodson, Kerry and Coleman areas since we decided at the time that load counts would be of little or no value due to the extreme variation in size of loads. Loads varied from 2 or 3 yards of runny mud to 16 or 18 yards of good material.

11/13/62 to 7/2/63: by load count - moved from station 734 to 751 to waste area..	436,700 C.Y.
11/20/62 to 11/29/62: Dozed across tracks in vicinity of station 734 removing hazard to railroad....................................	15,000 C.Y.
July, August and September, 1963: Material shot and dozed off slope station 734 - 751 (by cross section measurement)............	60,000 C.Y.
November, 1962: Cleaning off highway, emergency work, in Woodson, Kerry & Coleman cuts - estimated quantity..........................	6,000 C.Y.
5/24/63 - 7/19/63: Slide cleanup at Woodson, Kerry & Coleman cuts, estimated quantity..	15,000 C.Y.
TOTAL	532,700 Cubic yards

Keats Oliver

Keats Oliver
Resident Engineer

RECEIVED
MAR 8 - 1965
FOR FILING

March 5, 1965

Oregon State Highway Commission

Gentlemen:

The Clatskanie-Westport Section of the Columbia River Highway in Clatsop and Columbia Counties was completed on February 17, 1965. This is Contract No. 5999 and the contractor was Kuckenberg Construction Company of Portland.

This project, which took about three and one-half years to accomplish, was one of extreme complications and unusual difficulties. The project was located in an area of very unstable soils and in a section of the state that experiences heavy rainfall and short working seasons. Just westerly of Clatskanie, it was originally planned to move the Spokane, Portland and Seattle railroad northerly so as to provide room for a highway roadbed between the railroad and a high bluff or hill. Foundation explorations indicated that moving the railroad was completely unfeasible, which left the only location for the highway with very limited room. At the start, it appeared that it might be possible to excavate the roadbed through this area with a comparatively steep side slope; however, after the project has been started, it was found that the material in the bluff was not of good quality but of somewhat questionable stability, which required laying the slope back and, in turn, greatly increased the excavation quantities. In addition, other roadbed cuts on the project were found to contain extremely unstable material and had to be excavated below the grade and backfilled with suitable rock. Also, it had originally been hoped that traffic could be carried through the project just westerly of Clatskanie but because of the instability of the material encountered, this plan had to be abandoned. It was necessary to construct a detour around the project to serve traffic during the construction period.

All of these things tend to greatly increase the cost of the work. Upon checking the final estimate, it is found that the final cost is $4,288,166.40, and the last project authorization is $4,038,379.32; this will require an increase in authorization of $249,787.08.

If we were to undertake this job today with present knowledge of soil conditions, we would be faced with this same increased cost. As you know, the project replaces and modernizes a very obsolete and inadequate section of the Lower Columbia River Highway. It was practically a necessity.

It is requested that this increase in authorization have your favorable consideration. The matter will be on the agenda for the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. D. Asburry

RLP:ms bjs

Form E-256—3500

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

February 10, 1965

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co., Inc.

County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961

Work done to ~~[illegible]~~
Workdays Specified: 267 Used: 245
~~Specified date of completion [illegible]~~
Estimated date of completion ~~[illegible]~~

Estimate No. 3
Contract No. 5999
Job prefix 4-1091

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Quantity	Performed Since Last Amount
Sheet 1 of 8												
1. Clearing and Grubbing	Lump Sum		All Spec.	$138,800 00	100%	138 800 00	99%	137 412 00	1%	1 388 00		
2. Drainage Excav., Unclass.	cu.yd.	$ 2 00	6,160	12,320 00	10 036	20 072 00	10 036	20 072 00				
3. General Excav., Unclass.	cu.yd.	81	849,000	687,690 00	954 000	772 740 00	953 448	772 292 88	552	447 12		
4. Extra for Selected Subgrade Material	cu.yd.	10	81,000	8,100 00	80 540	8 054 00	80 540	8 054 00				
5. Short Overhaul	yd.sta	01	4,010,000	40,100 00	4690 000	46 900 00	4689 176	46 891 76	824	8 24		
6. Long Overhaul	C-yd.sta	40	375,800	150,320 00	460 700	184 280 00	458 193	183 277 20	2 507	1 002 80		
7. Finishing Roadbed & Slopes	Lump Sum		All Spec.	10,000 00	100%	10 000 00	100%	10 000 00				
8. Rounding Cutbanks	lin.ft	15	3,800	570 00	910	136 50	910	136 50				
9. 12-inch Concrete Pipe	lin.ft	3 00	1,060	3,180 00	902	2 706 00	902	2 706 00				
10. 18-inch Concrete Pipe	lin.ft	5 00	800	4,000 00	518	2 590 00	518	2 590 00				
11. 24-inch Concrete Pipe	lin.ft	6 95	300	2,085 00	178	1 237 10	178	1 237 10				
12. 30-inch Concrete Pipe	lin.ft	9 45	70	661 50	70	661 50	70	661 50				
13. 36-inch Concrete Pipe	lin.ft	12 30	120	1,476 00	96	1 180 80	96	1180 80				
14. 12-inch Corr. Metal Pipe	lin.ft	3 55	220	781 00	140	497 00	140	497 00				
15. 18-inch Corr. Metal Pipe	lin.ft	6 00	1,480	8,880 00	1 574	9 444 00	1 574	9 444 00				
16. 24-inch Corr. Metal Pipe	lin.ft	7 25	600	4,350 00	638	4 625 50	638	4 625 50				
17. 30-inch Corr. Metal Pipe	lin.ft	8 90	100	890 00	106	943 40	106	943 40				
18. 36-inch Corr. Metal Pipe	lin.ft	12 85	400	5,140 00	352	4 523 20	352	4 523 20				
19. 48-inch Corr. Metal Pipe	lin.ft	16 75	590	9,882 50	590	9 882 50	590	9 882 50				
20. 54-inch Corr. Metal Pipe	lin.ft	19 50	110	2,145 00	100	1 950 00	100	1950 00				
21. 72-inch Corr. Metal Pipe	lin.ft	30 35	670	20,334 50	596	18 088 60	596	18 088 60				
22. 84-inch Corr. Metal Pipe, 8-Gage	lin.ft	41 30	310	12,803 00	306	12 637 80	306	12 637 80				
~~Totals~~ Subtotal				$1124,508 50		1251 949 90		1249 103 74		2 846 16		

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

, Engineer in C

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

skanie
ing and Rock Prod.
onst. Co., Inc.

County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961

Work done to February 10, 1965 [illegible]
Workdays Specified: 267 Used: 245
~~Specified date of completion~~ [illegible]
Estimated date of completion [illegible]

Estimate No. 37
Contract No. 5999
Job prefix 4-1091

	Unit	Unit Price		Original Authorization Quantity	Original Authorization Amount		Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount		Performed to Date Quantity	Performed to Date Amount		To Complete Project Quantity	To Complete Project Amount		Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
	Lump Sum			All Spec.	$138,800	00	100%	138 800	00	99%	137 412	00	1%	1 388	00		
	cu.yd.	$ 2	00	6,160	12,320	00	10 036	20 072	00	10 036	20 072	00					
	cu.yd.		81	849,000	687,690	00	954 000	772 740	00	953 448	772 292	88	552	447	12		
ade																	
	cu.yd.		10	81,000	8,100	00	80 540	8 054	00	80 540	8 054	00					
	yd.sta		01	4,010,000	40,100	00	4690 000	46 900	00	4689 176	46 891	76	824	8	24		
	C- yd.sta		40	375,800	150,320	00	460 700	184 280	00	458 193	183 277	20	2 507	1 002	80		
es	Lump Sum			All Spec.	10,000	00	100%	10 000	00	100%	10 000	00					
	lin.ft		15	3,800	570	00	910	136	50	910	136	50					
	lin.ft	3	00	1,060	3,180	00	902	2 706	00	902	2 706	00					
	lin.ft	5	00	800	4,000	00	518	2 590	00	518	2 590	00					
	lin.ft	6	95	300	2,085	00	178	1 237	10	178	1 237	10					
	lin.ft	9	45	70	661	50	70	661	50	70	661	50					
	lin.ft	12	30	120	1,476	00	96	1 180	80	96	1180	80					
	lin.ft	3	55	220	781	00	140	497	00	140	497	00					
	lin.ft	6	00	1,480	8,880	00	1 574	9 444	00	1 574	9 444	00					
	lin.ft	7	25	600	4,350	00	638	4 625	50	638	4 625	50					
	lin.ft	8	90	100	890	00	106	943	40	106	943	40					
	lin.ft	12	85	400	5,140	00	352	4 523	20	352	4 523	20					
	lin.ft	16	75	590	9,882	50	590	9 882	50	590	9 882	50					
	lin.ft	19	50	110	2,145	00	100	1 950	00	100	1950	00					
	lin.ft	30	35	670	20,334	50	596	18 088	60	596	18 088	60					
	lin.ft	41	30	310	12,803	00	306	12 637	80	306	12 637	80					
					$1124,508	50		1251 949	90		1249 103	74		2 846	16		

n authorization has been ap-
he amount of the increased
the right. If the "estimate
e approved authorization for
pace "b".
mounts shown on this form.

(a)

(b)

...., Engineer in Charge

Form E-256—25008

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT ~~COST REPORT~~ February 1965

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co., Inc.
County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961
Work done to
Workdays Specified: 170 Used:
Estimated date of completion
Estimate No
Contract No
Job prefix

Item	Unit	Unit Price		Original Authorization Quantity	Original Authorization Amount		Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount		Performed to Date Quantity	Performed to Date Amount		To Complete Project Quantity	To Complete Project Amount		Perform Quanti
Sheet 2 of 7																
Subtotal Brought Forward					$1124,508	50		1251 949	90		1249 103	74		2 846	16	
23. 18-inch Corr. Metal Siphon Pipe	lin.ft	$ 7	60	340	2,584	00	288	2 188	80	288	2 188	80				
24. 9'-4" Structural Plate Pipe-Arch	lin.ft	57	15	34	1,943	10	36	2 057	40	36	2 057	40				
25. 96-inch Structural Plate Pipe	lin.ft	51	00	110	5,610	00	114	5 814	00	114	5 814	00				
26. 6-inch Metal Drain Pipe	lin.ft	1	90	100	190	00	90	171	00	90	171	00				
27. 8-inch Metal Drain Pipe	lin.ft	2	25	740	1,665	00	628	1 413	00	628	1 413	00				
28. 12-inch Metal Drain Pipe	lin.ft	3	50	110	385	00	176	616	00	176	616	00				
29. 6-inch Perf. Metal Drain Pipe, Uncoated	lin.ft	2	00	590	1,180	00	—			—			—			
30. 8-inch Perf. Metal Drain Pipe, Uncoated	lin.ft	2	25	330	742	50	—			—			—			
31. 12-inch Perf. Metal Drain Pipe, Uncoated	lin.ft	3	50	280	980	00	—			—			—			
32. Special Backfill in Drains	cu.yd.	10	00	450	4,500	00	—			—			—			
33. 8-inch Sewer Pipe	lin.ft	1	85	260	481	00	326	603	10	326	603	10				
34. 12-inch Sewer Pipe	lin.ft	3	00	100	300	00	90	270	00	90	270	00				
35. Salvag. & Stockpiling Culvert Pipe	lin.ft	2	00	440	880	00	225.5	451	00	225.5	451	00				
36. 1-inch Galv. Water Pipe	lin.ft	1	00	300	300	00	270	270	00	270	270	00				
37. 1-1/2 inch Galv. Water Pipe	lin.ft	1	50	280	420	00	144	216	00	144	216	00				
38. 2-inch Galv. Water Pipe	lin.ft	2	50	600	1,500	00	1 066	2 665	00	1 066	2 665	00				
~~Total~~ Subtotal					$1148,169	10		1268 685	20		1265 839	04		2 846	16	

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

ATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

February 16, 1965

County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961

Work done to
Workdays Specified: 170 Used:
Estimated date of completion

Estimate No. 37
Contract No. 5999
Job prefix 4-1091

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1124,508 50		1251 949 90		1249 103 74		2 846 16		
340	2,584 00	288	2 188 80	288	2 188 80				
34	1,943 10	36	2 057 40	36	2 057 40				
110	5,610 00	114	5 814 00	114	5 814 00				
100	190 00	90	171 00	90	171 00				
740	1,665 00	628	1 413 00	628	1 413 00				
110	385 00	176	616 00	176	616 00				
590	1,180 00	—		—		—			
330	742 50	—		—		—			
280	980 00	—		—		—			
450	4,500 00	—		—		—			
260	481 00	326	603 10	326	603 10				
100	300 00	90	270 00	90	270 00				
440	880 00	225.5	451 00	225.5	451 00				
300	300 00	270	270 00	270	270 00				
280	420 00	144	216 00	144	216 00				
600	1,500 00	1 066	2 665 00	1 066	2 665 00				
	$1148,169 10		1268 685 20		1265 839 04		2 846 16		

(a)

(b)

Engineer in Charge

Form E-256-2500

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co., Inc.
County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961
Work done to February 10, 1965 ~~July 10, 1962~~
Workdays Specified: 267 Used: 245
1, 1965
Estimated date of completion
Estimate No.
Contract No.
Job prefix 4

Item	Unit	Unit Price		Original Authorization Quantity	Original Authorization Amount		Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount		Performed to Date Quantity	Performed to Date Amount		To Complete Project Quantity	To Complete Project Amount		Performed S Quantity
Sheet 3 of ~~6~~ 7																
Subtotal Brought Forward					$1148,169	10		1268 685	20		1265 839	04		2 846	16	
39. Conc. Inlets, Type D	each	$150	00	2	300	00	1	150	00	1	150	00				
40. Conc. Inlets, Type G	each	125	00	4	500	00	4	500	00	4	500	00				
41. Conc. Inlets, Type G-2	each	125	00	1	125	00	—			—			—			
42. Concrete Manholes	each	350	00	1	350	00	1	350	00	1	350	00				
43. Adjustment of Manholes	each	85	00	4	340	00	2	170	00	2	170	00				
44. Concrete Curbs	cu.yd.	55	00	50	2,750	00	46.33	2 548	15	46.33	2 548	15				
45. Class "A" Concrete	cu.yd.	60	00	84	5,040	00	75.24	4 514	40	75.24	4 514	40				
46. Metal Reinforcement	lb.		14	13,000	1,820	00	12 733	1 782	62	12 733	1 782	62				
47. 36-inch Metal Tide Gate	each	350	00	1	350	00	1	350	00	1	350	00				
48. 54-inch Metal Tide Gate	each	625	00	1	625	00	1	625	00	1	625	00				
49. Type 1 Fence, Modified	rod	6	40	1,300	8,320	00	1 217.87	7 794	37	1 217.87	7 794	37				(-)41.13
50. Type 2 Fence	rod	6	00	10	60	00	18	108	00	18	108	00				18
51. 14'x48" Metal Gates	each	70	00	6	420	00	5	350	00	5	350	00				
52. 16'x48" Metal Gates	each	85	00	4	340	00	5	425	00	5	425	00				
53. 24'x48" Metal Gates	each	98	00	1	98	00	1	98	00	1	98	00				
54. Metal Guard Rail	lin.ft	2	30	15,300	35,190	00	12 200	28 060	00	11 516	~~26 486~~	~~80~~	684	1 573	20	5 266
55. Salvage and Reinstall																
Guard Rail	lin.ft		95	6,800	6,460	00	804	763	80	804	763	80				804
56. Guide Posts, Type W-2	each	6	70	330	2,211	00	330	2 211	00	330	2 211	00				330
57. Loose Riprap	cu.yd.	5	00	110	550	00	20	100	00	20	100	00				
58. Coarse Cr. Mat'l in Base	ton	1	75	160,500	280,875	00	165 639.7	291 444	48	165 639.7	~~291 444~~	~~48~~				
59. 3/4" - 0 Mat'l in Base	ton	1	90	31,300	59,470	00	31 548.3	59 941	77	31 548.3	59 941	77				
60. Sprinkling	M-gal.	2	50	4,200	10,500	00	11 040.75	27 601	88	11 040.75	27 601	88				
~~Total~~ Subtotal					$1564,863	10		1698 573	67		1694 154	31		4 419	36	

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

........................, Enginee

TATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961

Work done to February 10, 1965
Workdays Specified: 267 ... Used: 245
Estimated date of completion

Estimate No. 37
Contract No. 5999
Job prefix 4-1091

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1148,169 10		1268 685 20		1265 839 04		2 846 16		
2	300 00	1	150 00	1	150 00				
4	500 00	4	500 00	4	500 00				
1	125 00	—		—		—			
1	350 00	1	350 00	1	350 00				
4	340 00	2	170 00	2	170 00				
50	2,750 00	46.33	2 548 15	46.33	2 548 15				
84	5,040 00	75.24	4 514 40	75.24	4 514 40				
13,000	1,820 00	12 733	1 782 62	12 733	1 782 62				
1	350 00	1	350 00	1	350 00				
1	625 00	1	625 00	1	625 00				
1,300	8,320 00	1 217.87	7 794 37	1 217.87	7 794 37			(-)41.13	(-) 263 23
10	60 00	18	108 00	18	108 00			18	108 00
6	420 00	5	350 00	5	350 00				
4	340 00	5	425 00	5	425 00				
1	98 00	1	98 00	1	98 00				
15,300	35,190 00	12 200	28 060 00	11 516	26 486 80	684	1 573 20	5 266	12 111 80
6,800	6,460 00	804	763 80	804	763 80			804	763 80
330	2,211 00	330	2 211 00	330	2 211 00			330	2 211 00
110	550 00	20	100 00	20	100 00				
160,500	280,875 00	165 639.7	291 444 48	165 639.7	291 444 48				
31,300	59,470 00	31 548.3	59 941 77	31 548.3	59 941 77				
4,200	10,500 00	11 040.75	27 601 88	11 040.75	27 601 88				
	$1,564,863 10		1698 573 67		1694 154 31		4 419 36		14 931 37

(a)

(b)

, Engineer in Charge

Form E-256—25008

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co., Inc.

County Clatsop and Columbia
Highway Columbia River
Date of award Oct. 25, 1961

Work done to February 10, 1965
Workdays Specified: ~~xxxx~~ 267 ~~Specified date of completion~~ 185 Used: ~~xx~~ 22
Estimated date of completion June 1, 1965

245 Estimate
Contract
Job pref

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Perfo… Qua…
Sheet 4 of 7											
Subtotal Brought Forward				$1564,863 10		1698 573 67		1694 154 31		4 419 36	
61. SS-1 in Sprinkling	gal.	$ 20	39,800	7,960 00							
62. Preparation of Base	Lump Sum		All Spec.	2,500 00	100%	2 500 00	100%	2 500 00			
63. 3/4" - 0 Material in Binder Course	cu.yd.	3 30	970	3,201 00	1 130	3 729 00	1 130	3 729 00			
64. Furnish & Plac. Aggregates	cu.yd.	4 50	660	2,970 00	—		—		—		
65. RC-3 Asphalt P.A. #2	ton	40 00	150	6,000 00	177.21	7 088 40	177.21	7 088 40			
66. 120-150 Asphalt	ton	50 00	40	2,000 00	—		—		—		
67. RS-1 Asphalt	ton	60 00	24	1,440 00	9.94	596 40	9.94	596 40			
68. Asphaltic Conc. Mixture	ton	4 25	33,800	143,650 00	36 476.67	155 025 85	36 476.67	155 025 85			
69. Asphalt in Mixture	ton	30 00	1,850	55,500 00	1 917.01	57 510 30	1 917.01	57 510 30			
70. Extra for Pav. Approaches	each	25 00	58	1,450 00	65	1 625 00	65	1 625 00			
71. Asphalt. Conc. Traffic Markers, Type L	lin.ft	1 00	40	40 00	43	43 00	43	43 00			
72. 1/2" - 1/4" Cr. Material in Stockpile	cu.yd.	3 00	3,000	9,000 00	2 772	8 316 00	2 772	8 316 00			
73. 1/4" - #10 Cr. Material in Stockpile	cu.yd.	3 50	2,000	7,000 00	1 540	5 390 00	1 540	5 390 00			
74. 1/4" - 0 Cr. Material in Stockpile	cu.yd.	3 50	3,000	10,500 00	2 350	8 225 00	2 350	8 225 00			
(Subtotal, Contract Bid Items)				$1818,074 10		1948 622 62		~~1944 203 26~~		4 419 36	
Flagging, E.W.O. #1				8,000 00		10 081 44		10 081 44			
Seeding and Mulching				6,450 00		6 450 00				6 450 00	
Directional Signing EWO # 11				2,800 00		2 817 41		2 817 41			
~~Totals~~ Subtotal				$1835,324 10		1967 971 47		1957 102 11		10 369 36	

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

EGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

a .... County Clatsop and Columbia

d Rock Prod. .... Highway Columbia River

Co., Inc. .... Date of award Oct. 25, 1961

Work done to February 10, 1965

Workdays Specified ~~xxx~~ 267 ~~185~~ Used: 245 ~~xxx~~ ~~22~~

Estimated date of completion June 1, 1965

Estimate No. 37

Contract No. 5999

Job prefix 4-1091

Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
					1698 573 67		1694 154 31		4 419 36		14 931 37
			$1,564,863 10								
l.	$ 20	39,800	7,960 00	100%	2 500 00	100%	2 500 00				
mp Sum		All Spec.	2,500 00								
				1 130	3 729 00	1 130	3 729 00				
.yd.	3 30	970	3,201 00								
.yd.	4 50	660	2,970 00	177.21	7 088 40	177.21	7 088 40				
on	40 00	150	6,000 00								
on	50 00	40	2,000 00	9.94	596 40	9.94	596 40				
on	60 00	24	1,440 00	36 476.67	155 025 85	36 476.67	155 025 85				
on	4 25	33,800	143,650 00	1 917.01	57 510 30	1 917.01	57 510 30				
on	30 00	1,850	55,500 00	65	1 625 00	65	1 625 00				
each	25 00	58	1,450 00								
				43	43 00	43	43 00				
lin.ft	1 00	40	40 00								
				2 772	8 316 00	2 772	8 316 00				
cu.yd.	3 00	3,000	9,000 00								
				1 540	5 390 00	1 540	5 390 00				
cu.yd.	3 50	2,000	7,000 00								
				2 350	8 225 00	2 350	8 225 00		4 419 36		14 931 37
cu.yd.	3 50	3,000	10,500 00		1948 622 62		1944 203 26				
			$1,818,074 10		10 081 44		10 081 44				
			8,000 00		6 450 00				6 450 00		
			6,450 00		2 817 41		2 817 41				
			2,800 00						10 869 36		14 931 37
					1967 971 47		1957 102 11				
			$1,835,324 10								

thorization has been ap-
mount of the increased
right. If the "estimate
proved authorization for
"b".
is shown on this form.

(a)

(b)

........, Engineer in Charge

Form E-256—2500

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Production
Contractor Kuckenberg Construction Co., Inc.

County Clatsop and Columbia
Highway Columbia River
Date of award October 25, 1961

Work done to February 10, 1965
Workdays Specified: ~~xxxx~~ 267 Used: 245
Specified date of completion
Estimated date of completion June 1, 1965

Estimate N
Contract N
Job prefix

Item Sheet 5 of 8	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Perform Quanti
(Subtotal Brought Forward)				$1835.324 10		1967 971 47		1957 102 11		10 869 36	
Move Mail Boxes				70 00		70 00				70 00	
Adjust Utilities				24,200 00		—		—		—	
SFO#4 Adjust RR Comm. Lines (285)				19,654 00		8 724 67		8 724 67			
SFO#5 Place and Remove Protective Plank (284)				76,836 00		38 200 00		38 063 57		136 43	
SFO#6 Replace Damaged RR Ties (279)				1,000 00		2 514 65		2 514 65			
EWO#5 Adjust Water Lines				1,000 00		4 000 00		4 000 00			
Contingencies				88,113 78		—		—		—	
Engineering				156,646 73		255 000 00		253 000 00		2 000 00	
PA#1 Regrade & Reslope Rock Cut	cu.yd.	2 00			12 507	25 014 00	12 507	25 014 00			
EWO#2 Dispose of Unsuitable Mat'l.						1 869 80		1 869 80			
EWO#3 Construct Emergency Detour											
& Provide Flagmen & Other											
Protective Measures to											
Safeguard Traffic						140 303 03		140 303 03			
EWO#4 Construct Fence Panels											
Below Normal Fence						0					
EWO#6 Remove Slide						85 749 03		85 749 03			
EWO#7 Clear and Reslope in											
Areas of Popouts						94 284 61		94 284 61			
EWO#8 Reconstruct Magruder Dr. Ditch						8 435 59		8 435 59			
FWO#9 Remove Unsuitable Material						1086 652 10		1086 652 10			
FWO#10 Select Subgrade Borrow						228 101 68		228 101 68			
FWO#12 Below Grade Excavation						61 063 99		61 063 99			
Totals Subtotals				$2202,844 61		4007 954 62		3994 878 83		13 075 79	

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

nie ...... **County** Clatsop and Columbia ...... **Work done to** February 10, 1965 ...... **Estimate No.** 37

and Rock Production ...... **Highway** Columbia River ...... Workdays Specified: 267 Used: 245 **Specified date of completion** ...... **Contract No.** 5999

ruction Co., Inc. ...... **Date of award** October 25, 1961 ...... **Estimated date of completion** June 1, 1965 ...... **Job prefix** 4-1091

	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
				$1835,324 10		1967 971 47		1957 102 11		10 869 36		14 931 37
				70 00		70 00				70 00		
				24,200 00		—		—		—		
(285)				19,654 00		8 724 67		8 724 67				
tive Plank (284)				76,836 00		38 200 00		38 063 57		136 43		
(279)				1,000 00		2 514 65		2 514 65				
				1,000 00		4 000 00		4 000 00				
				88,113 78		—		—		—		
				156,646 73		255 000 00		253 000 00		2 000 00		
ut	cu.yd.	2 00			12 507	25 014 00	12 507	25 014 00				
at'l.						1 869 80		1 869 80				
tour												
ner												
						140 303 03		140 303 03				
						85 749 03		85 749 03				
						94 284 61		94 284 61				
r. Ditch						8 435 59		8 435 59				
rial						1086 652 10		1086 652 10				
w						228 101 68		228 101 68				
n						61 063 99		61 063 99				
				$2202,844 61		4007 954 62		3994 878 83		13 075 79		14 931 37

uthorization has been ap-
amount of the increased
e right. If the "estimate
pproved authorization for
e "b".
ounts shown on this form.

(a)

(b)

............, Engineer in Charge

Form E-256—2500

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co. Inc.

County Clatsop and Columbia
Highway Columbia River
Date of award October 25, 1961

Work done to February 10, 1965
Workdays Specified: ~~xxx~~267 Used: 245
~~Specified date of completion~~
Estimated date of completion June 1, 1965

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount
Sheet 6 of 8										
(Subtotal Brought Forward)				$2202,844 61		4007 954 62		3993 878 83		13 075 79
EWO#13 Select Borrow						66 854 85		66 854 85		
EWO#14 Remove Ex. Mat'l to Lower Grade (N)						1 582 79		1 582 79		
EWO#14 Supl. " " " " " (P)						4 279 36		4 279 36		
EWO#15 Construct Drop - inlets						3 127 40		3 127 40		
EWO#16 Log Potential Slide Area						7 038 47		7 038 47		
PA#7 8 inch tide gate	each	75 00			1	75 00	1	75 00		
8 inch cast iron pipe	lin.ft.	7 52			16	120 32	16	120 32		
SFO#1 Relocate West Coast Telephone Company's Telephone Lines (285)						6 086 57		6 086 57		
SFO#2 Relocate Pacific Northwest Bell Company's Telephone Lines (285)						3 540 00				3 540 00
SFO#3 Relocate Clatskanie People's Utility Dist. Power Line (285)						3 565 07		3 565 07		
SFO#7 Install Traffic Signs and Warning Signs Detour Project (274)						2 800 00		2 488 03		311 97
SFO#8 Construct Pipe Lines and Systems (230-231)						2 490 93		2 490 93		
Install and Extend Culverts						37 147 74		37 147 74		
SFO#9 S.P. & S. Flagging (202)						5 000 00		139 31		4 860 69
SFO#10 Construct Oil Mat on Detour (273)						750 00				750 00
SFO#11 Opr.Pumps on Drainage Ditch (234)										
SFO#12 Furnish Cr. Mat'l for use (219) By Columbia Co. Rd. Dept.						790 00				790 00
SFO#20 Sand Royalty (212)	Cu.Yd.	10			27 700	2 770 00	27 700	2 770 00		
~~Totals~~ Subtotals				$2202,844 61		4155 973 12		4132 644 67		23 328 45

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

GON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County Clatsop and Columbia
Rock Prod. Highway Columbia River
o. Inc. Date of award October 25, 1961

Work done to February 10, 1965
Workdays Specified: ~~[illegible]~~267 Used: 245
~~Specified date of completion~~
Estimated date of completion June 1, 1965

Estimate No. 37
Contract No. 5999
Job prefix 4-1091

	Unit Price		Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
						4007 954 62		3993 878 83		13 075 79		14 931 37
				$2202,844 61								
						66 854 85		66 854 85				
e (H)						1 582 79		1 582 79				
(P)						4 279 36		4 279 36				
						3 127 40		3 127 40				
						7 038 47		7 038 47				
	75	00			1	75 00	1	75 00				
ft.	7	52			16	120 32	16	120 32				
e --)						6 086 57		6 086 57				
35)												
ell						3 540 00				3 540 00		
85)												
						3 565 07		3 565 07				
85)												
(274)						2 800 00		2 488 03		311 97		
tems (230-231)												
						2 490 93		2 490 93				
						37 147 74		37 147 74				
02)						5 000 00		139 31		4 860 69		
(273)						750 00				750 00		
(234)												
(219)												
						790 00				790 00		
Yd.		10			27 700	2 770 00	27 700	2 770 00				
				$2202,844 61		4155 973 12		4132 644 67		23 328 45		14 931 37

n has been ap-
f the increased
If the "estimate
uthorization for
wn on this form.

(a)

(b)

, Engineer in Charge

, Engineer in Charge

Form E-256—25008

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

February 10, 1965

Section Westport-Clatskanie
Kind of work Grading, Paving and Rock Prod.
Contractor Kuckenberg Const. Co., Inc.
County Clatsop and Columbia
Highway Columbia River
Date of award October 25, 1961
Work done to xxx267 245
Workdays Specified: 185 Used:
Specified date of completion June 1, 1965
Estimated date of completion
Estimate
Contract
Job pref

Item	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Perfo
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Qua
Sheet 7 of 7 8						4155 973 12		4132 644 67		23 328 45	
(Subtotal Brought Forward)				$2202,844 61							
SFO#13 Relocate Pacific N.W.Bell Telephone Co. Buried Cable (285)						3 758 86		3 758 86			
PA#5 6X12 DF Planks	MBF	109 7677			13.788	1 513 48	13.788	1 513 48			
PA#6 18 inch tide gate	eabh	92 67			1	92 67	1	92 67			
SFO#15 Repair Logging Roads (239)						839 05		839 05			
SFO#16 Repair Wooden Bridge (269)						700 00		[illegible]		700 00	
SFO#17 Maintenance During Winter Shutdown (272)						15 725 66		15 725 66			
SFO#18 Furnish and install signs on easterly end of project (274)						4 153 43		4 153 43			
SFO#19 Overlay Construction Identification Signs (274)						22 38		22 38			
PA#3 6X8 planks	MBF	41 00			26.608	1 090 93	26.608	1 090 93			
6X12 planks	MBF	41 00			3.624	148 58	3.624	148 58			
Boat Spikes	c-wt.	8 875			14	124 25	14	124 25			
PA#4 Acquire disposal area's	each	50 00			14	700 00	14	700 00			
EWO#17 Columbia River Sand						144 553 33		144 553 33			
EWO#18 Replace Fence's						1 300 00				1 300 00	
SUBTOTALS				$2202,844 61		4330 695 74		4305 367 29		25 328 45	
Deduction overpay benifits EWO's 1962					(-)	1 219 21	(-)	1 219 21			
Less S.P. & S. Flagging					(-)	21 730 62	(-)	21 730 62	(-)		
Credit for Maintenance Rock			(-)	26,500 00	(-)	21 931 00	(-)	21 931 00	(-)		
Totals				$2176,344 61		4285 814 91		4260 485 46		25 328 45	

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

rt-Clatskanie County Clatsop and Columbia
g. Paving and Rock Prod. Highway Columbia River
herg Const. Co., Inc. Date of award October 25, 1961

Work done to February 10, 1965
Workdays Specified: ~~xxx~~267 185 Used: 245
Specified date of completion
Estimated date of completion June 1, 1965

Estimate No. 37
Contract No. 5999
Job prefix 4-1091

8	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
ward)				$2202,844 61		4155 973 12		4132 644 67		23 328 45		14 931 37
c N.W.Bell												
uried Cable (289)						3 758 85		3 758 86				
	MBF	109 7677			13.788	1 513 48	13.788	1 513 48				
e	each	92 67			1	92 67	1	92 67				
Roads (239)						839 05		839 05				
ridge (269)						700 00		[illegible]		700 00		
ring Winter												
						15 725 66		15 725 66				
stall signs												
of project (274)						4 153 43		4 153 43				
uction												
Signs (274)						22 38		22 38				
	MBF	41 00			26.608	1 090 93	26.608	1 090 93				
	MBF	41 00			3.624	148 58	3.624	148 58				
	c-wt.	8 875			14	124 25	14	124 25				
area's	each	50 00			14	700 00	14	700 00				
Sand						144 553 33		144 553 33				
e						1 300 00				1 300 00		
TALS				$2202,844 61		4330 695 74		4305 367 29		25 328 45		14 931 37
fits EWO's 1962					(-)	1 219 21	(-)	1 219 21				
g					(-)	21 730 62	(-)	21 730 62	(-)		(-)	
Rock			(-)	26.500 00	(-)	21 931 00	(-)	21 931 00	(-)		(-)	
				$2176.344 61		4285 814 91		4260 485 46		25 328 45		14 931 37

truction authorization has been ap-
show the amount of the increased
"a" to the right. If the "estimate
of the approved authorization for
us in space "b".
in any amounts shown on this form.

(a)

(b)

Engineer in Charge

Form E-256

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section Westport - Clatskanie
Kind of work Grading, Paving, & Rock Production
Contractor Kuckenberg Construction Co., Inc.

County Clatsop & Columbia
Highway Columbia River
Date of award October 25, 1961

Work done to February 10, 1965
Workdays Specified: 267 Used: 245
Estimated date of completion June 1, 1965

Item	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Sheet 8 of 8										
(Subtotal Brought Forward)				2176 344 61		4285 814 91		4260 486 46		25 328 45
SFO#21 Const. P.C.C. Sidewalk (279)						480 00				480 00
SFO#22 4" Dresser Coupling byWestland water Association (230)						115 00		115 00		
SFO#23 Repair water line-Woodson Water Association (230-23)						364 70		364 70		
SFO#24 1½"-0 Crushed Material (210-24)	Cu.Yd.	1 90			810	1 539 00	810	1 539 00		
Totals				2176 344 61		4288 313 61		4262 505 16		25 808 45

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a) 1862 034.71

(b) 6.19 %

GON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County Clatsop & Columbia	Work done to February 10, 1965	Estimate No. 37	
Production	Highway Columbia River	Workdays Specified: 267 Used: 245	Contract No. 5999
Co., Inc.	Date of award October 25, 1961	Estimated date of completion June 1, 1965	Job prefix 4-1091

	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
			2176 344 61		4285 814 91		4260 486 46		25 328 45		14 931 37
					480 00				480 00		
d											
					115 00		115 00				
					364 70		364 70				
.Yd.	1 90			810	1 539 00	810	1 539 00				
			2176 344 61		4288 313 61		4262 505 16		25 808 45		14 931 37

has been ap-
the increased

RECEIVED
MAR 8 - 1965

FOR FILE

5999

FORM 2-30K—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties
Contract No. 5999

To: Mr. R. D. Asburry
Division Engineer
BUILDING

ATTENTION: Mr. Gerald Wimer

As discussed with you today (March 4, 1965) an itemization of quantities moved under extra work order No. 9 has been requested.

Will you please supply this information at your very earliest convenience.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: R. L. Porter
L. P. Shaw
Keats Oliver

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 10 1965
FOR FILING

March 5, 1965

Hackenberg Construction Co., Inc.
Post Office Box 7407
Portland 20, Oregon

Subject: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

Gentlemen:

An inspection was made Wednesday, March 3, for the purpose of finaling the subject project. This inspection revealed that the painting of the guard rail is not up to specifications and can not be accepted in its present condition. Full and complete coverage was not obtained on large areas of the face of the guard rail, leaving a mottled effect in the painting as well as not giving good protection of the guard rail by sufficient coat of paint. This project can not be accepted until this situation is corrected and the painting completed in a workmanlike manner.

For further information regarding this, please contact the Resident Engineer, who will go over this work with you if you so desire. As soon as this matter is corrected, another inspection will be made of the project for acceptance.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:[illegible]
cc F. D. Morgan
Glenn Messner
Keats Oliver

CONSTRUCTION DIVISION

NOTED
LLOYD P. SHAW

3-8-65
Copy sent to Shaw
per Dicker -
Bjm

RECEIVED
MAR [illegible] 1965

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 23, 1965

08-35.4-08

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

By: M. E. Martin
District Engineer

Oregon Project F-021(10)
Westport-Clatskanie Section, Columbia River Hwy.
Seeding & Mulching - S.F.O. No. 25

Reference is made to your letter dated February 18, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-4.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Original To [illegible]
with attach
3 3 65

NOTED
LLOYD P. SHAW

RECEIVED
FEB 19 1965
FOR [illegible]

February 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 25, Account No. 224-238, covering seeding and mulching on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,725.00, with Federal participation of $2,235.00.

This work was verbally recommended for approval by the BPR Area Engineer February 15, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible] mb
Ens.

RECEIVED
MAR 15 1965

SP*6229-734

FOR FILING

5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1965

SUBJECT: Westport-Clatskanie Section
Lower Columbia River Highway
Clatsop and Columbia Counties
Contract No. 5999

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

To more clearly understand the final anticipated costs on this project you recently requested an over-all resume be compiled.

The location prospectus was written on October 16, 1959. The first location data was submitted on July 27, 1960. This location was for the East Unit, which started 0.3 mile easterly of Woodson and extended easterly into Clatskanie. As a part of this location the Spokane, Portland and Seattle Railway Company tracks would be moved northerly over a very swampy area.

The railroad company objected to the relocation of their tracks onto this poor foundation area. They requested an exploration by a private soils engineering firm. In November of 1960 an agreement was made with Dames and Moore, Consultants in Soils Mechanics, to make this exploration.

The Dames and Moore report was not encouraging and, in summation, recommended against the proposed location if an alternate route was available. Following this a decision was made to move the line southerly "into the hill" so that the railroad alignment would remain intact.

On January 18, 1961 the revised location of the East Unit, as well as the location of the West Unit, was submitted to the Construction Engineer. The Units were combined to form the present project with the westerly end (Station 337) being the easterly end of the Wauna Jct.-Westport Section finished in 1959. This Station 337 is just easterly of Westport. The total length of the combined sections totalled 8.87 miles.

Bids were received on the present project October 18, 1961. On October 25, 1961 Kuckenberg Construction Company, Inc. was awarded the contract.

NOTED
LLOYD P. SHAW

The project was designed on a stage construction basis to carry traffic through the construction area. The cuts between Stations 395 to 404, 480 to 489 and 697+70 to 765+50 were on two stage construction. The cuts between Stations 356 to 361, 366 to 377 and 404 to 407 were on three stage construction. Design slopes were 1/4:1 and 3/4:1 and were so staked. Through the cut between Station 697 and 765+50 the 1/4:1 stage one slopes caught on the northerly edge of the existing highway benched into the hillside. Very soon after excavation started it was found that the material encountered would not stand on a slope this steep.

On November 9, 1961 the contractor started moving equipment onto the project.

On December 6, 1961 started excavating in vicinity of Station 693 near Midland Road.

On January 15, 1962 contractor started excavating Stage 1 detour on the west end of cut near Station 707 and working east.

On January 22, 1962 a slide occurred between Stations 714 to 717. The slide took out the guardrail and material back to edge of pavement.

February 3, 1962 existing highway was closed from 9:00 A.M. to 4:30 P.M. while grade was lowered and benched into solid material.

February 6, 1962 existing highway closed to traffic at 4:30 P.M. Investigation of detour began.

February 8, 1962 highway opened to one-way traffic at 11:00 A.M. Contractor ordered not to resume work until further notice.

February 16, 1962 work on Palm Hill detour started.

March 21, 1962 Palm Hill Detour opened to traffic. Total cost of detour was approximately $156,800.00.

March 26, 1962 Stop Work Order rescinded.

March 29, 1962 Contractor advised work would resume and that Stages 1 and 2 from Station 720 ahead would be taken out together.

This first experience with unstable slopes encountered between Stations 714 and 717 was a problem which spread to all excavation areas and reached tremendous proportions. Slides at one time delayed train movements on the Spokane, Portland and Seattle railroad. Highway traffic was delayed. Most of the slide material was not needed and had to be wasted which created additional problems. A part of the material was removed under emergency conditions. Equipment was damaged and one fatal accident occurred. An unusual amount of rain during the time of construction was an additional complication. The approximate cost of extra clearing, re-sloping and removal of unstable material done by Extra Work Order was $1,276,000.00 or 58.6% of the original project authorization of $2,176,344.61.

Substantial settlements occurred in embankment areas. These were corrected, in part, by grade change and by use of select borrow material. Cuts from Stations 337 to 533 were excavated below grade to remove saturated organic and plastic materials to depths deemed necessary for backfill with selected material. This material was wasted. The additional cost for sub-excavating below grade and select borrow material was approximately $358,000.00.

As previously explained the cost of importing Columbia River sand to supplement the base rock and complete the project was approximately $147,500.00. This includes $2,770.00 royalty on the sand.

The contract bid items will overrun approximately $131,000.00 due, primarily, to an increase in general excavation quantities of 105,000 cubic yards, or $85,050.00.

The above figures total $2,069,300.00. The anticipated overrun set forth in my letter of January 21, 1965 was $2,111,821.79 (97%). The difference of $42,521.79 is covered by various Price Agreements, Extra Work Orders and State Force Orders, the largest being State Force Order No. 17 in the amount of $15,725.66 for winter of '63-'64 maintenance and Extra Work Order No. 8 in the amount of $8,435.59 for reconstructing Magruder Drainage Ditch damaged by fill subsidence.

In summary, the overruns on this project were principally caused by unstable slopes, unsuitable material in excavation areas and fill subsidence.

F. D. Morgan
Construction Engineer

By Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1965

SUBJECT: Overrun of Project Authorization
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a Report on Expected Overrun of Project Authorization for this project, under contract to Kuckenberg Construction Company.

This is the third report of overrun. The original project authorization amount was $2,176,344.61, which was increased to $2,698,777.61 in November of 1962. In April of 1964 a further increase was authorized raising the estimated cost to $4,038,400.00, indicating a total overrun of 86 per cent. The present estimate of cost is $4,288,166.40, indicating a total overrun of 97 per cent.

The attached copy of a letter from the Division Engineer explaining the reasons for this last overrun does, I believe, give a comprehensive picture.

We recommend approval of an increase in authorization to $4,288,166.40.

A suggested rough draft of letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 19, 1965

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

Herewith for your consideration completed Form No. E-372, "Report on Expected Overrun of Project Authorization", on the subject project. Also attached is a copy of a letter from the Resident Engineer explaining the present overruns.

This is the third report of expected overrun. At the time of the last report in April of 1964, the grading work was substantially completed with cuts at the following locations to be brought to grade:

1. Station 337 to 339
2. Station 357 to 360
3. Station 397 to 403
4. Station 478 to 498
5. Station 693 to 705

At this time the only anticipated overrun was coarse base rock. A factor of 1.7791 tons per cubic yard was used in arriving at the plan quantity of 160,500 tons. Actual construction showed that a factor of 2.019 tons per cubic yard should have been used, which would have changed the plan quantity to 181,953 tons. A shortage of 21,453 tons could have resulted from this cause. At the bid price of $1.75 per ton, this came to $37,542.75. However, at this time it was believed this amount would be adequately covered by the contingency allowance of $34,136.16. 165,639.7 tons were actually placed, leaving a shortage from required quantities of 16,313 tons.

However, when the cuts at Stations 337 to 339, 357 to 360, 397 to 403 and 478 to 498 were brought to subgrade, extensive subexcavation was required with special equipment which was not anticipated. The material was not suitable for embankment and was wasted in a disposal area acquired for the purpose. This unanticipated subexcavation overran Extra Work Order No. 12 approximately $45,000.00.

Because there was no suitable material on the job for this purpose, the above subexcavated areas were backfilled with quarry-run rock. This caused an overrun of approximately $85,000.00 in Extra Work Order No. 10, "Haul and Place Pit-run Rock".

The plans called for selected subgrade material to be placed westerly from Midland Road (Station 691+50) to Station 489. The remaining material in the cut from 693 to 705 as of April 1, 1964 was expected to supply enough material to accomplish this. However, a preponderance of poor quality material developed instead of expected basalt. The selected material had to be stopped at Station 530, leaving 41 stations to be upgraded between Stations 489 and 530.

At this stage, after grade adjustments were made where possible to accommodate grade settlements, it was determined some 30,000 cubic yards of additional base material was needed to supplement the remaining base rock and complete the project. Production of additional base rock or use of Columbia River sand were the two options considered. The lack of suitable quarries in the area and the time element made use of sand the final decision. A source was selected approximately 3.4 miles northwesterly from Woodson. The contractor would not agree on a favorable price. An Order for Extra Work (No. 17) was submitted for this work in the amount of $75,000.00, based on 30,000 cubic yards at $2.50 per cubic yard. Several unanticipated factors developed which caused the cost of placing this material to more than double:

1. Original time for one round trip was estimated at 30 minutes. One half of the haul route was over a dike road belonging to the Magruder Drainage District. Both the District and the Corps of Engineers requested the speed of the hauling vehicles be reduced to avoid damage to the dike. The actual time of a round trip was approximately 50 minutes.

2. The remainder of the haul road was over a sandy material which had to be shaped and maintained continuously with a blade and rubber-wheeled roller. Haul speed was reduced over this section.

3. At the source of material a dozer was required over and above the loading equipment to collect material and remove a certain amount of logs and debris.

4. On the grade two vibratory compactors had to be used to achieve density. A tractor was needed at all times to assist the hauling vehicles through the first lift of base rock over the sand.

A supplement to Extra Work Order No. 17 in the amount of $70,000.00 was submitted in September to cover the extra cost of sand placement. In all, 27,700 cubic yards, truck measure, were placed at a cost of approximately $5.23 per cubic yard. It was placed between Stations 375 and 530 with 8½ inches of coarse base rock placed on top of it.

Overrun of the above work orders—removal of unsuitable material, $45,000.00; pit-run rock backfill, $85,000.00; and orders to cover sand placement in the amount of $145,000.00—are the major reasons for this overrun.

Minor reasons are, with amounts:

E.W.O. #14	Removal of unsuitable select subgrade material 489 to 530	$4,900.00
E.W.O. #16	Remove timber from potential slide area 336 to 370 (Coleman cut)	3,000.00
E.W.O. #18	Repair, rebuild or reinforce right of way fence damaged or removed by extra work or subsidence of fills	1,300.00
S.F.O. #20	Ten cents per cubic yard royalty on sand borrow	2,770.00
S.F.O. #24	1½" - 0 crushed material to restore county road used for sand haul (by agreement)	1,539.00

The contractor has previously submitted bills asking for payment on a force account basis for removal of all material from the Coleman cut between Stations 365 and 379, including excavation below subgrade. Payment has been denied, since justification could not be found. Recently a claim in the amount of $77,831.12 for this work has been received. Denial is again recommended, with concurrence of the Construction Division. For this reason, no allowance has been made for this claim on the attached "Report on Expected Overrun".

A claim has been threatened and is expected for finishing due to fill subsidence. Again denial is recommended for lack of justification.

As of this date, all work is completed with the exception of completion of guard rail installation, installation of guide posts and some miscellaneous fencing work.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:GLD:AM
cc Keats Oliver

RECEIVED
JAN 6 - 1965
FOR FILING

January 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering directional signing on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This work was an anticipated item of the contract and was included in the Project Agreement. Through an oversight, the order was not submitted for approval when received from the Field. It was verbally approved by the BPR District Engineer August 20, 1963. Your approval, retroactive to that date, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mb
Enc.

Form E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date September 21, 1964
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address [illegible] 97 Portland, Oregon 97220
Order No. 17 Supplement # 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul, and place Columbia River sand.

Rental rates to be in accordance with State - A.G.C. agreement.

Location by station numbers:

Source: approximately 3.4 miles Northwesterly from Woodson.

Placed: Station 337 to Station 530.

Estimate of quantities and cost:

	Original	Supplement
Equipment Rental	$ 50,000.00	$ 47,000.00
Labor	25,000.00	23,000.00
	75,000.00	70,000.00

TOTAL - $ 145,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Quantity of coarse base rock overrunning due largely to the fact that contract quantity computed with a factor of 1.7791 tons per cubic yard compacted while actual compaction is running 2.0169 tons per cubic yard (Collins Curve). Proposed sand is to replace lower half of base course in above ~~[illegible]~~ listed stations to supplement contract quantity crushed. Work under this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4038 379.32
Present estimate of project cost, including $~~[illegible]~~ 70,000.00 for work under this order	$4258 307.47
Expected ~~under-run~~ over-run amount	$ 219 928.15
Expected ~~under-run~~ over-run per cent	5.45

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Supplement:

Haul Road was quite a bit slower than anticipated and compaction much more difficult to achieve than anticipated greatly increasing cost of laying and processing.

RECEIVED
OCT 15 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
RECEIVED
OCT. 9 1964

RECEIVED
SEP 22 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Date Sept. 13, 1964

Highway [illegible] Contract No. 5922

County [illegible] Prefix 4-1091

Contractor [illegible] F. A. Project No. F-221(10)

Address [illegible] Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] of reinforce Right of Way fences damaged or removed by [illegible] or subsidence of fills and reinforce gate posts sit in unstable [illegible]

[illegible] to be done by J. C. Benton & Sons, subcontractor.

Rental rates to be in accordance with AGC agreement.

Location by station numbers:

[illegible]

Estimate of quantities and cost:

[illegible]	$[illegible].00
[illegible] Rental	400.00
[illegible]	[illegible]
Total	1 300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] for access to waste areas. For repair of [illegible] of subsidence of fills. For reinforcing Right of Way gates [illegible] ground.
[illegible] order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4032 399.31
Present estimate of project cost, including $1300.00 for work under this order	$[illegible]
Expected under-run over-run amount	$219 922.15
Expected under-run over-run per cent	5.45

Space to right of this line is for use of Salem Office

[illegible] Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approved [illegible] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form [illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Date July 10, 1964
Highway [illegible] Contract No. 5099
County [illegible] Prefix 4-1091
Contractor [illegible] F. A. Project No. F-221(10)
Address [illegible] Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] haul and place Columbia River sand.

[illegible] rates to be in accordance with State - A.G.C. agreement.

Location by station numbers:

[illegible] Approximately 3.4 miles northwesterly from Woodson, [illegible]

[illegible] Station 337 to Station 550

Estimate of quantities and cost:

[illegible] rental - $50,000.00
[illegible] - $25,000.00
Total $75,000.00 (30,000 Cu. Yds. at $2.50)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] rock overrunning due largely to the fact that contract quantity [illegible] of 1.7951 tons per cubic yard compacted while actual compaction is [illegible] per cubic yard (Collins curve). Proposed sand is to replace lower half [illegible] above listed stations to supplement contract quantity crushed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Send five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,038,379.3[illegible]	
Present estimate of project cost, including $75,000.00 for work under this order	$4,143,379.3[illegible]	
Expected under-run / over-run amount	$105,000.00	
Expected under-run / over-run per cent	+2.6[illegible]	

Space to right of this line is for use of Salem Office

Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
OFFICE
~~Deputy State Highway Engineer~~ or
~~Assistant State Highway Engineer~~

State Printing [illegible]

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	[illegible]	Date	[illegible], 19[illegible]
Highway	[illegible]	Contract No.	[illegible]
County	[illegible]	Prefix	[illegible]
Contractor	[illegible]	F. A. Project No.	[illegible]
Address	[illegible]	Order No.	[illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible]
[illegible] to be left in place. [illegible] to be
[illegible] for [illegible] vehicles.
[illegible]
[illegible]
[illegible] to be used [illegible] of slope stakes. Logs to be yarded
[illegible] within the [illegible]

Location by station numbers:

[illegible]

Estimate of quantities and cost:

[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] dangerous to
[illegible] removed.
[illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$[illegible]	
Present estimate of project cost, including $[illegible] for work under this order	$[illegible]	
Expected under-run / over-run amount	$[illegible]	
Expected under-run / over-run per cent	[illegible]	

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
OFFICE
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible]

Highway [illegible]

County [illegible]

Contractor [illegible] Construction Co., Inc.

Address [illegible]

Date [illegible], 19[illegible]

Contract No. [illegible]

Prefix [illegible]

F. A. Project No. [illegible](1[illegible])

Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] Concrete Drop Inlets.

Location by station numbers:

[illegible]

Estimate of quantities and cost:

[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To correct an error in the contract [illegible] call for installation of a standard [illegible] pipe, standard dimensions of a [illegible] in the plans [illegible] increase [illegible] at station [illegible] where plans call for [illegible] for a type [illegible] inlet (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$[illegible]
Present estimate of project cost, including $595.00 for work under this order	$[illegible]
Expected under-run / over-run amount	$1,[illegible]
Expected under-run / over-run per cent	[illegible]

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved [illegible]
OFFICE
~~Deputy State Highway Engineer~~ or Assistant State Highway Engineer

State Printing

[illegible], however, although when the order will result from [illegible] limit for the [illegible] items at $150.00 and one [illegible]

[illegible] at station [illegible] has been completed and subsequently a [illegible] contract quantity has been received from the contractor. [illegible] station [illegible] has not been computed.

Form E-[illegible]—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date December 17, 1963

Project Name Westport - Clatskanie

Contract No. 5999

Highway Columbia River

Prefix 4-1091

County Clatsop & Columbia

F. A. Project No. F-221(10)

Contractor [illegible] Construction Co., Inc.

Order No. 9 Supplemental #3

Address [illegible], Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

NOTED
R. D. ASBURRY

Description of work to be done:
Remove unstable material and reconstruct cut slopes.

RECEIVED
JAN 10 1964
[illegible]
DIVISION ENGINEER
[illegible]

Location by station numbers:
724 - 751

NOTED
[illegible]

Estimate of quantities and cost:

	Original	Suppl. #1	Suppl. #2	Suppl. #3
Equipment Rental	$100,000.00	$233,000.00	$233,000.00	$150,000.00
Labor	50,000.00	117,000.00	117,000.00	80,000.00
	150,000.00	350,000.00	350,000.00	230,000.00

GRAND TOTAL = $1,080,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

When the contractor opened up the rock cuts in the section listed and removed one 25 to 30 foot lift, the materials in the cuts were composed of degraded rock, talus, and other unstable material. Numerous slides and popouts occurred while the Contractor was working, damaging equipment and injuring personnel, with one slide cut resulting in a [illegible] the slopes will not stand on the (over) [illegible] to the material encountered [illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,698,777.61
Present estimate of project cost, including $1,080,000.00 for work under this order	$3,874,569.74
Expected under-run / over-run amount	$1,175,792.13
Expected under-run / over-run per cent	43.6

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

4557

Approval Recommended: [illegible] Division Engineer

Approved .... Deputy State Highway Engineer or Assistant State Highway Engineer

OFFICE

State Printing

original slope of ¼:1.

Area will be restaked to 1:1 slope and all unstable material removed. When solid rock is encountered slopes will be benched and constructed as planned. The extra materi[al] is not needed to construct the project and it is planned to dispose of it in a slough directly across from the section listed. All work of clearing, grubbing, excavating, hauling and disposing of the material will be paid for as extra work.

No work has been done under this order to date. October 23, 1962

****

Supplemental #1 January 10, 1963

The restaking of this area on 1:1 slopes increased the quantities by 250,000 Cu. Yds. It was originally estimated that approximately 100,000 cu. yds. of this material could be left in place due to encountering solid materials and benching the slope to the original [illegible] design. This would leave approximately 150,000 Cu. Yds. to be moved at an estimated cost of $1.00 per Cu. Yd. based on the costs in removing the slide material in a similar area under E.W.O. #6.

It now appears that stable material suitable for benching will not be found in these cuts and that the entire 250,000 Cu. Yds. will have to be removed at a cost of approximately $500,000.00. The present costs to remove and dispose of this material is running approximately $2.00 per Cu. Yd. A check of the Contractor's operations at this time show daily production rates comparable to the same type operation done under contract bid item during the summer season.

****

Supplemental #2 May 14, 1963

It is now estimated that the total cost of this EWO will be approximately $850,000.00 necessitating a supplemental increase of $350,000.00 to complete the slide removal. A remeasure of the slide area indicates that we have approximately 170,000 Cu. Yds. of material yet to move between Stations 734 - 751. for a cost of approximately $300,000.00 based on present overall costs per Cu. Yd. During the Winter months slides occurred at the following places, Station 705 to 734, Woodson cut, Kerry cut and Coleman cut. We estimate it will cost approximately $50,000.00 to move and dispose of this additional slide material.

****

Supplemental #3 December 17, 1963

Work anticipated at the time Suppl. #2 was submitted was completed for a cost of approx. $923,000.00, or an overrun of approx. 9% above the cost anticipated at that time. Work not anticipated or foreseen at that time includes drilling, shooting and dozing of material behind the ¼:1 slope line to be moved from the grade at unit prices (cost $123,000±) and excavating moat section for drainage of waste area North of S.P.&S. tracks (cost $27,000±) for a total present anticipated cost of $1,000,000.00.

During excavation of slide material Sta. 734 - 751 it became necessary to remove a large portion of contract material beneath the area in order to get at the EWO material. It was subsequently agreed with the contractor to leave a volume of material equal, or nearly equal, to the volume of contract material that was left to excavate at the time EWO #9 was started - for him to move at contract prices. However the contract material left at the time EWO #9 was started was mainly already shot to grade and was situated so as to enable the shovel to move it in one lift working from grade. Therefore it became necessary to drill, shoot, and doze the material left outside of the original ¼:1 slope so that it could be picked up at grade at unit prices.

Work not anticipated at the time Suppl. #2 was submitted was the excavation of a moat section in our waste area adjacent to and parallelling the S.P.&S. railroad tracks which was required by the SP&S for drainage of thier facilities.

CONSTRUCTION DIVISION
[illegible]
DEC 26 1963

Form E-49—30M—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF ...2..... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date [illegible], 19[illegible]

[illegible] Contract No. [illegible]

Prefix [illegible]

F. A. Project No. [illegible]

Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] fill material to [illegible] grade line.

[illegible] in accordance with [illegible] agreement.

[illegible] by station numbers:

[illegible]

[illegible]

Estimate of quantities and cost:

	[illegible]	[illegible]
[illegible]	$ [illegible]	$ 3 200.00
[illegible]	[illegible]	[illegible]
	[illegible]	4 [illegible]

Total [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") [illegible] fill had been brought to rough grade. [illegible] Construction Engineer on Sept. 26, 1963. [illegible] 1963.

[illegible]

[illegible]: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will [illegible] copy to the contractor, one to the [illegible] engineer and one to the resident [illegible].

Project authorization	$ [illegible]
Present estimate of project cost, including $ [illegible] for work under this order	$ [illegible]
Expected under-run over-run amount	$ 219 920.15
Expected under-run over-run per cent	[illegible]

Space to right of this line is for use of Salem Office

Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved .... Division Engineer

Approved .... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

[illegible]-

Change of Section 4(b) - 590 not anticipated at time of original order. Rough grading to top of select material grade was done during Summer of 1962 through this [illegible] when [illegible] available in the [illegible] cut. Material was a [illegible] [illegible] at the time to be suitable as select, however after setting for [illegible] [illegible] degraded to the point that it was not suitable and grade had to [illegible] to allow for [illegible] blanket.

RECEIVED
OCT 12 1964
OFFICE OF
DIVISION ENGINEER
[illegible] 2

SEP 2 [illegible]
OFFICE OF
DIVISION [illegible]

Form 2-209—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date January 7, 1964

Project Name Westport - Clatskanie

Contract No. 5999

Highway Columbia River

Prefix 4-1091

County Clatsop & Columbia

F. A. Project No. F-221(10)

Contractor [illegible] Construction Co., Inc.

Order No. 13-Supplement

Address [illegible] Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Selected Borrow Material

NOTED

Location by station numbers:

343+00 - 357+50

Estimate of quantities and cost:

	Original	Supplement
Equipment rental	$ 17,500.00	$ 27,500.00
Labor	8,500.00	13,500.00
Sub-totals	$ 26,000.00	$ 41,000.00
TOTAL TO DATE		$ 67,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The cut section between Station 365 - 378 was found to be an old slide composed of organic and highly plastic materials not suitable for construction of embankments. The major portion of this cut section (Coleman cut) has been or will be wasted. This will leave the embankment section, station 343 - 357+50, short about 25,000 cubic yards of material. Approximately 9,500 cubic yards of material now remains in the cuts at Woodson and Kerry (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,698,777.6
Present estimate of project cost, including $ ~~67,000.00~~ 41,000.00 for work under this order	$ 3,874,569.7
Expected under-run / over-run amount	$ 1,175,792.1
Expected under-run / over-run per cent	43.6

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved OFFICE Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

which will be hauled back to the embankment area, station 343 - 357+50. The additional 15,5[illegible] cubic yards will have to be borrowed. It is proposed to obtain quarry run material from the Taylorville pit under permit from the State Board of Forestery. The [illegible] of this material which is normally 75% rock, 2"-8" size, will be used to construct [illegible] and haul road across the original ground in the area that is under water in the [illegible] section. The embankment to be completed with materials from the Woodson and Kerry cuts.
No work has been done under this order. (August 28, 1963)

[illegible]
January 7, 1964

The fill quantities and costs per cubic yard as anticipated in the original order were substantially correct, however, an abnormally large amount of subsidence was found to be taking place as the fill progressed which caused the quantities to nearly triple. A total of 43,827 cubic yards, truck measure, were deposited in the fill between station 343 and station 357+50 to achieve a measured fill in place of 9,187 cubic yards. The fill is being placed over a very swampy tide land and the rock in many places penetrated several feet before obtaining a solid footing. Remeasure of the fill indicates that 9,107 cubic yards are still needed to complete and it is anticipated that this will be made from the Woodson and Kerry cuts.

CONSTRUCTION DIVISION
JAN 13 1964

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible]	Date [illegible], 19[illegible]
Highway [illegible]	Contract No. [illegible]
County [illegible]	Prefix [illegible]
Contractor [illegible]	F. A. Project No. [illegible]([illegible])
Address [illegible]	Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible]

[illegible]

Location by station numbers:

[illegible]

Estimate of quantities and cost:

[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] September [illegible], 1963.

[illegible]

INSTRUCTIONS: This order should not cover more than one class of work or more than one extra work job.

Submit [illegible] copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$[illegible]	
Present estimate of project cost, including $[illegible] for work under this order	$[illegible]	
Expected under-run over-run amount	$[illegible]	
Expected under-run over-run per cent	[illegible]	

Space to right of this line is for use of Salem Office

[illegible] Resident Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved [illegible] Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date August 28, 1963
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address Portland, Oregon
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Selected Borrow Material.

Location by station numbers:

343+00 - 357+50

NOTED
R. D. ASBURRY

Estimate of quantities and cost:

Equipment Rental	=	$ 17,500.00	
Labor		8,500.00	
	Total		= $ 26,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The cut section between Station 365 - 378 was found to be an old slide composed of organic and highly plastic materials not suitable for construction of (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,698,778.39
Present estimate of project cost, including $26,000.00 for work under this order	$3,624,737.00
Expected ~~under-run~~ over-run amount	$925,958.61
Expected ~~under-run~~ over-run per cent	34.39

Space to right of this line is for use of Salem Office

Submitted by: E. J. Bell, Resident Engineer

Approval Recommended: G. L. Decker, Asst Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Asburry, Division Engineer

Approved [illegible] OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway~~ Engineer

State Printing 9515

embankments. The major portion of this cut section (Coleman's) has been or will be wasted. This will leave the embankment section, Station 343 - 357+50, short about 25,000 cubic yards of material. Approximately 9,500 cubic yards of material now remains in the cuts at Woodson and Kerry, Stations 397 - 403, and 481 to 489, which will be hauled back to the embankment area, Station 343 - 357+50. The additional 15,000 cubic yards will have to be borrowed. It is proposed to obtain quarry run material from the Taylorville pit under permit from the State Board of Forestry. The best of this material which is normally 75 % rock, 2" - 8" size, will be used to construct a mat and haul road across the original ground in the area that is under water in the above listed fill section. The embankment to be completed with materials from the Woodson and Kerry cuts.

No work has been done under this order.

CONSTRUCTION DIVISION
RECEIVED
SEP 3 1963
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Form E-49—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Form A-169 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Westport - Clatskanie
Date September 10, 1964
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor [illegible] Construction Co., Inc.
F. A. Project No. F-321(10)
Address P. O. Box 7407, Portland, Oregon 97220
Price Agreement No. 7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and install 8-inch cast iron pipe and tide gate.

Locations by station numbers:

1667+90

Names of pay items, estimated quantities and agreed prices:

8-inch Tide Gate -	1 each	at $75.00	=	75.00
8-inch cast iron pipe,	16 Lin. Ft.	at $7.52	=	120.32
	TOTAL			195.32

Specifications, basis of measurement and other provisions:

Pipe elbows to be paid as 2 foot of straight pipe. Prices to include all labor of prefabrication and installation including welding as necessary.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $4,038,379.32
Present estimate of project cost, including $195.32 for work under this order $4,222,707.79
Expected ~~under-run~~ over-run (amount) $184,328.47
Expected ~~under-run~~ over-run (per cent) 4.56

Space to right of this line for use of Salem Office

Submitted by: Resident Engineer

Signed Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 93901

Form A-160 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Westport - Clatskanie
Date August 4, 1964
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor [illegible] Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O.Box [illegible], Portland, Oregon 97220
Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and install 18" tide gate

Locations by station numbers:

1665+10

Names of pay items, estimated quantities and agreed prices:

18-inch Tide Gate, 1 each at $92.67 = $92.67

Specifications, basis of measurement and other provisions:

Furnish and install 18 tide gate, metal, including 2-foot stub of corrugated metal pipe and band. To be installed in accordance with standard specifications for highway construction, issue of May 1, 1954.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$4,032,379.32
Present estimate of project cost, including $92.67 for work under this order	$4,166,564.61
Expected ~~under-run~~ over-run (amount)	$128,185.29
Expected ~~under-run~~ over-run (per cent)	3.17

Space to right of this line is for use of Salem Office

Submitted by:
Resident Engineer

Signed K. C. Co.
Contractor

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 93901

Form 4-169 (Rev.1—5M—4-56)

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Westport - Clatskanie Date May 13, 1964

Highway Columbia River Contract No. 5999

County Clatsop and Columbia Prefix 4-1091

Contractor [illegible] Construction Co., Inc. F. A. Project No. F- 21(10)

Address P. O. Box 7407, Portland, Oregon 97220 Price Agreement No. 84

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Acquire disposal areas.

Locations by station numbers:

337+00 to (EQUATION 786+31.99 Bk.= 1655+59.14 Ah.=) 1674+00

Names of pay items, estimated quantities and agreed prices:

Acquire disposal area ---- each (per individual property) $50.00
14 each = $700.00

Specifications, basis of measurement and other provisions:

Acquire areas for disposal of unsuitable and/or excess materials, measurement to be one each per individual property acquired.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $4,038,379.32

Present estimate of project cost, including $700.00 for work under this order $4,038,379.32

Expected under-run / over-run (amount) $0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

Approved: OFFICE Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

State Printing 93901

Form A-185 (Rev.)—3M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Westport - Clatskanie
Date March 20, 1964
Highway Columbia River
Contract No. 5922
County Clatsop & Columbia
Prefix 4-1021
Contractor Mackenzie Construction Co., Inc.
F. A. Project No. F-2?1(10)
Address P.O. Box 7487, Portland, Oregon 97220
Price Agreement No. 15

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Purchase unused planks left on hand.

Locations by station numbers:

537+00 to (EQUATION 786+31.99 Bk.= 1695+99.14 Ah.=) 1674+00

Names of pay items, estimated quantities and agreed prices:

6" X 12" Douglas Fir Planks. 13,788 Bd. Ft.....at $109.7677 per M-Bd. Ft. = ~~$1,513.~~
$1,513.48

Specifications, basis of measurement and other provisions:

Purchase of materials left on hand as per Standard Specifications for Highway Construction 1.9.12

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,698,777.61	4,038,379.32
Present estimate of project cost, including $1,513.48 for work under this order	$4,038,379.32	—
Expected ~~under-run~~ over-run (amount)	$1,339,601.71	—
Expected ~~under-run~~ over-run (per cent)	49.64	—

Submitted by: Resident Engineer

Signed Mackenzie Construction Co. Inc. Contractor

Approval Recommended: Division Engineer

Approval Recommended: A. T. Parker
Asst Construction Engineer or Bridge Engineer

Approved: OFFICE
Deputy State Highway Engineer or Assistant State Highway Engineer

Form A-169 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name [illegible] - Clatskanie
Date February 18, 1964
Highway Columbia River
Contract No. 5229
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box [illegible], Portland 20, Oregon
Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Purchase used planks on hand

NOTED
R. D. ASBURRY

RECEIVED
MAR 13 1964

Locations by station numbers:

734+00 to 751+00

Names of pay items, estimated quantities and agreed prices:

6" X 8" Planks.......	26,608 Bd.Ft...at	$41.00 per M-Bd.Ft.	=	$1,090.93
6" X 12" Planks......	3,624 Bd.Ft...at	$41.00 per M-Bd.Ft.	=	148.58
3" X 8" Planks.......	1,400 Lin.Ft...at	$8.875 per C-Lin.Ft.	=	124.25
Boat Spikes.......	lbs.....	$8.875 per cwt		
	TOTAL			$1,363.76

NOTED
GERALD WIMER

Specifications, basis of measurement and other provisions:

To purchase used planks which were originally purchased by the contractor and used on contract grading operations, left in place and subsequently completely expended by use on force account operations

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$2,698,777.61
Present estimate of project cost, including $1,363.76 for work under this order	$3,898,569.74
Expected ~~under-run~~ over-run (amount)	$1,199,792.13
Expected ~~under-run~~ over-run (per cent)	+44.5

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Kuckenberg Construction Co., Inc. Contractor

Secretary

Approved: OFFICE ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

Form A-160—5M—

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Westport - Clatskanie
Highway Columbia River
County [illegible]
Contractor Hackenberg Construction Co., Inc.
Address [illegible], Portland 22, Oregon

Date January 30, 1962
Contract No. 5999
Prefix A-1991
F. A. Project No. [illegible](10)
Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Regrade and reslope rock cut.

Locations by station numbers:

[illegible] - [illegible]

NOTED GERALD WINTER

NOTED R. D. [illegible]

Names of pay items, estimated quantities and agreed prices:

Excavate 6,500 cu.yd. at $ 2.00 per cubic yard = $ 13,000.00

NOTED [illegible] WALKER

Specifications, basis of measurement and other provisions:

Basis of measurement to be volume of material measured in place prior to excavation. Agreed price to include all cost of drilling, shooting,

(over)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization		$ 2,176,344.61
Present estimate of project cost, including $ 13,000.00 for work under this order		$ 2,176,344.61
Expected under-run over-run	(amount)	$ —
Expected under-run over-run	(per cent)	—

Space to right of this line is for use of Salem Office ✓

Submitted by: E J [illegible]
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed Hackenberg Construction Co., Inc.
Contractor
By [illegible]

Approved:
Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

1 FEB 1962

State Printing

excavating and loading material. Haul to paid for under appropiate Contract bid item.

Embankment area just back of cut section is now completed to within 5 or 6 feet of grade and the fill foundation is shearing and subsiding causing considerable upheaval of land both on and off the right of way on the south side.

The S.P. & S. railroad tracks are located on a fill to the north side and adjacent and parallel to our embankment. Additional weight on our embankment may cause disturbance of the railroad fill. By this grade change the height of the embankment will be reduced about 5 - 6 feet so as to be approximately level with the railroad embankment.

Form E-40—3000-

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... **OF** .... **SHEETS**

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] - Clatskanie
Date September 21, 1964

Highway Columbia River
Contract No. 5999

County [illegible] & Columbia
Prefix 4-1091

Contractor [illegible] Construction Co., Inc.
F. A. Project No. F-221(10)

Address [illegible] Portland, Oregon 97220
Order No. 12 Supplement # 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and dispose of unsuitable material encountered below grade.

Location by station numbers:

337 - 343+50
357 - 360
397 - 403
478 - 498
551 - 599+50

Estimate of quantities and cost:

	Original	Supplement
Equipment Rent-	$ 10 000.00	$ 30 000.00
Labor	5 000.00	15 000.00
	15 000.00	45 000.00
Total	$ 60 000.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor encountered a large section of unsuitable material in the base of the [illegible] cut areas. Material is principally a fibrous organic soil with high [illegible] completely unsuitable for use. This material cannot be (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4038 379.32
Present estimate of project cost, including $45 000.00 for work under this order	$4258 307.47
Expected under-run / over-run amount	$219 928.15
Expected under-run / over-run per cent	5.45

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved L. H. [illegible] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

[illegible] with the Contractor's cats or scrapers but will have to be excavated with special equipment such as a dragline and truck loaded and hauled to a disposal [illegible] area will be backfilled with suitable borrow material.

[illegible] approval obtained [illegible]s order and work started on 8-15-63.

Supplement:

Areas at 337 to 339. 357 - 360. 397 - 403. and 478 - 498 not anticipated at time of original order. Same conditions were encountered in these areas as discribed above on original order.

RECEIVED
OCT - 9 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 22 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION
SEP 28 [illegible]

Form E-208—6M—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date August 26, 1963
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Hickenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address Portland, Oregon
Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and dispose of unsuitable material encountered below grade.

Location by station numbers:

339+00 - 343+50

531+00 - 533+50

NOTED
R. D. ASBURRY

Estimate of quantities and cost:

Equipment Rental	$ 10,000.00	
Labor	5,000.00	
Total =		$ 15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor encountered a large section of unsuitable material in the base of the above listed cut areas. Material is principally a fibrous organic soil with high plasticity and is completely unsuitable for use. This material cannot be (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,698,778.39
Present estimate of project cost, including $ 15,000.00 for work under this order	$3,624,737.00
Expected ~~under-run~~ over-run amount	$925,958.61
Expected ~~under-run~~ over-run per cent	34.39

Space to right of this line is for use of Salem Office

Submitted by: E J Hall
Resident Engineer

Approval Recommended: G F Walker
Asst Construction Engineer or Bridge Engineer

Approval Recommended: R D Asbury
Division Engineer

Approved:
OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway~~ Engineer

State Printing 9618

removed with the Contractor's cats or scrapers but will have to be excavated with special equipment such as a dragline and truck loaded and hauled to a disposal area. Excavated area will be backfilled with suitable borrow material.

Prior approval obtained for this order and work started on 8/15/63.

RECEIVED
SEP 1963
DIVISION

CONSTRUCTION DIVISION
RECEIVED
SEP 3 1963
NOTED ☐ ☐ ☐ ☐ ☐

Form E-49—30M—

TABULATION SHEET

SHEET ...... OF 5 SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Form E-208 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date June 19, 1964
Highway Columbia River
Contract No. 5999
County Clatsop and Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland, Oregon 97220
Order No. 10 Supplement No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul and place pit run quarry rock as selected subgrade material for handling traffic through stage construction areas at locations and depths as directed by the engineer and for development of haul roads into waste areas. Develope and level waste areas.

Rental rates to be in accordance with AGC agreement.

Location by station numbers:

Source - Taylorville quarry, approximately one mile Westerly from Westport. Rock to be used and areas developed as required between Station 337+00 and Station 412+00.

Estimate of quantities and cost:

	Original	Suppl. #1	Suppl. #2
Equipment Rental	$10,500.00	$90,000.00	$57,000.00
Labor	4,500.00	40,000.00	28,000.00
	$15,000.00	$130,000.00	$85,000.00

GRAND TOTAL = $230,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Suitable material for backfill not available in roadbed excavation within economical haul limits. Work has not been started under this order; however, prior approval recieved by phone from Mr. R. D. Asburry and we expect to start work tomorrow - August 8, 1963.

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,038,379.32	✓
Present estimate of project cost, including $85,000.00 ✓ for work under this order	$4,068,379.32	
Expected ~~under-run~~ over-run amount	$30,000.00	
Expected ~~under-run~~ over-run per cent	+0.7%	

Do not write to right of this line. For use of Salem Office

Submitted by: Keats Oliver
Resident Engineer

Approval Recommended:
Asst Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
Office
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 83003

SUPPLEMENT No. 1
January 24, 1964

At [illegible] time the original order was submitted, it was anticipated only that about 5,[illegible] cubic yards of pit run material would be needed in the stage 1 and 2 areas of the Coleman cut only. Due to encountering much poorer foundations than anticipated it is now estimated that the following quantities will be required:

Coleman cut - stage 1 - Sta. 370 - 375	3,573 Cu. Yds.
Coleman cut - stage 2 - Sta. 365 - 377	12,000
Fill adjacent to Coleman cut, Sta. 377 - 381	8,541
Kerry cut - Stage 1 - Sta. 397 - 406	4,662
Westport cut - Sta. 339 - 343	5,922
Coleman cut - Stage 3 - Sta. 364 - 377	9,302
Westport cut - Sta. 337 - 339	3,000
Total estimated	47,000 Cu. Yds. Truck measure

Average unit costs are running approximately $3.11 per cubic yard truck measure for a total anticipated cost of $145,000.00. This requires a supplemental increase of $130,000.00.

SUPPLEMENT No. 2
June 19, 1964

Material [illegible] the Coleman cut, station 364 to 377, both above and below grade, was found to be unsuitable for embankment construction due to being highly plastic and of high moisture content. This material has been wasted in disposal areas acquired under price agreement No. 4 adjacent to the right of way. Due to the swampy nature of the disposal areas and the fact that they are off the original rights of way it becomes extra work to develope these areas and to level the wasted material after deposit in a manner suitable to the property owners, thereby creating the proposed additional costs.

CONSTRUCTION DIVISION
RECEIVED
JUN 26 1964
NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COS

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Date, [illegible], 19[illegible]

Highway [illegible] Contract No. [illegible]

County [illegible] Prefix [illegible]

Contractor [illegible] F. A. Project No. [illegible])

Address [illegible] Order No. [illegible] Revised

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] as directed by the [illegible]

[illegible]

Location by station numbers:

[illegible]

Estimate of quantities and cost:

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	$ [illegible].00
	[illegible]	[illegible]
	[illegible]	$130,000.00

[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] however, prior approval [illegible] to start work tomorrow - August 8, [illegible]

NOTE: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval [illegible] to the Division Engineer and one to the Resident Engineer.

Project authorization . . . . $[illegible]

Present estimate of project cost, including $[illegible] for work under this order $[illegible]

Expected under-run / over-run (amount) . . . . . $[illegible]

Expected under-run / over-run (per cent) . . . . . $[illegible]

Space to right of this line is for use of Salem Office

[illegible] Resident Engineer

Approval Recommended: [illegible] Construction—Bridge—Engineer

Approval Recommended: [illegible] Division Engineer

Approved: Assistant State Highway Engineer

OFFICE

State Printing Dept. 50167

[illegible] estimated only that about [illegible] be moved in the Stage 1 [illegible] poorer [illegible] following [illegible]

[illegible]	2,973 Cu. Yds.
[illegible]	18,000
[illegible]	6,[illegible]
[illegible]	4,[illegible]
[illegible]	5,[illegible]
[illegible]	[illegible]
[illegible] 337 [illegible]	[illegible]
Total Estimated	47,000 Cubic Yards Truck Measure

[illegible] $3.11 per cubic yard truck [illegible] $1[illegible],000.00. This requires a [illegible]

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Date [illegible], 19 64
Highway [illegible] Contract No. [illegible]
County [illegible] Prefix [illegible]
Contractor [illegible] F. A. Project No. [illegible]
Address [illegible] Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] subgrade material [illegible]

[illegible]

Location by station numbers:

[illegible]

[illegible] Station [illegible]

Estimate of quantities and cost:

[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

[illegible] within economical [illegible]

[illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $[illegible]
Present estimate of project cost, including $[illegible] for work under this order $[illegible]
Expected under-run / over-run amount . . . . . . $[illegible]
Expected under-run / over-run per cent . . . . . . [illegible]

Space to right of this line is for use of Salem Office

Resident Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved OFFICE Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

[illegible]

[illegible] only that about 5,000 Cubic [illegible] Range I & II areas of the [illegible] poorer foundations than anticipated [illegible] will be required:

[illegible] Cu. Yds.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

4?,000 Cubic Yards truck measure

[illegible] per cubic yard truck measure for [illegible] requires a supplemental increase of [illegible] cubic yards of [illegible] 13 due to [illegible] dumping and placing situations and [illegible] costs are running as anticipated in the original report.

Form E-208 (Rev.)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Westport - Clatskanie
Date: August 8, 1963
Highway: Columbia River
Contract No.: 5999
County: Clatsop & Columbia
Prefix: 4-1091
Contractor: Kuckenberg Construction Co., Inc.
F. A. Project No.: F-221(10)
Address: P.O. Box 7407, Portland 20, Oregon
Order No.: 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install directional signing-(provided solely for the convenience and directional routing of public traffic).

Rental rates to be governed by A.G.C. agreement.

NOTED
R. D. ASBURRY

Location by station numbers:

Entire project

Estimate of quantities and cost:

Materials	$ 500.00
Labor	400.00
Equipment	100.00
Total	$ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Provided for in project special provisions.

Work under this order has not been started

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2698,778.39
Present estimate of project cost, including $ 1,000.00 for work under this order	$3624,737.00
Expected over-run amount	$ 925,958.61
Expected over-run per cent	+ 34.3 %

Space to right of this line is for use of Salem Office

Sumbitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Asst Construction Engineer or Bridge Engineer

Approved: OFFICE ~~Deputy State Highway Engineer~~ or ~~Assistant State Highway~~ Engineer

State Printing 83902

Form E-200 (Rev.)—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Westport - Clatskanie
Date: August 8, 1963
Highway: Columbia River
Contract No.: 5999
County: Clatsop & Columbia
Prefix: 4-1091
Contractor: Kuckenberg Construction Co., Inc.
F. A. Project No.: F-221(10)
Address: P.O. Box 7407, Portland 20, Oregon
Order No.: 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul and place Pit run Quarry Rock as selected subgrade material for handling traffic through stage construction areas at locations and depths as directed by the engineer.

Rental rates to be in accordance with A.G.C. agreement.

NOTED
R. D. ASBURRY

Location by station numbers:

Source - Taylorville Quarry, approximately 1 mile Westerly from Westport.

To be used as needed between Station 337+00 and Station 412+00.

Estimate of quantities and cost:

Approx. 5,000 cubic yards;

Equipment Rental -	$ 10,500
Labor -	$ 4,500
Total	$ 15,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Suitable material for backfill not available in roadbed excavation within economical haul limits.

Work has not been started under this order, however, prior approval received by phone from R.D.Asburry and we expect to start work tomorrow- 8/9/63.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

AUG 26 1963
OFFICE OF
~~DIVISION ENGINEER~~
DIVISION NO. 2

Project authorization	$2698,778.39
Present estimate of project cost, including $ 15,000 for work under this order	$3624,737.00
Expected ~~under-run~~ over-run amount	$ 925,958.61
Expected over-run per cent	+ 34.3 %

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: R. D. Asburry Division Engineer

Approval Recommended: G. L. Decker Asst Construction Engineer or Bridge Engineer

Approved: OFFICE Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

State Printing 93903

Form E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Form M200—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Highway Columbia River
County Clatsop & Columbia
Contractor Kuckenberg Construction Co., Inc.
Address P.O. Box 7407, Portland 20, Oregon

Date May 14, 1963
Contract No. 5999
Prefix 4-1091
F. A. Project No. F-221(10)
Order No. 9 Supplemental # 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove unstable material and reconstruct cut slopes.

NOTED
GERALD WIMER

Location by station numbers:

734 - 751

timate of quantities and cost:

	Original	Supplemental # 1	Supplemental # 2	
Equipment Rental	$ 100,000.00	233,000.00	233,000.00	
Labor	50,000.00	117,000.00	117,000.00	
Sub Totals	150,000.00	350,000.00	350,000.00	
Grand Total =				$ 850,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

When the Contractor opened up the rock cuts in the section listed and removed one 25 - 30 foot lift, the materials in the cuts were composed of degraded rock, talus, and other unstable material. Numerous slides and popouts occurred while the Contractor was working, damaging equipment and injuring personnel, with one slide out resulting in a fatal accident. Due to the material encountered, the (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,698,777.61
Present estimate of project cost, including $ 850,000.00 for work under this order	$ 3,382,223.11
Expected ~~under-run~~ over-run amount	$ 683,445.50
Expected ~~under-run~~ over-run per cent	25.3

Space to right of this line is for use of Salem Office

Submitted by: E. J. Kelly
Resident Engineer

Approval Recommended: R. D. Asberry
Division Engineer

Approval Recommended: Asst
Construction Engineer or Bridge Engineer

Approved
OFFICE Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

State Printing

slopes will not stand on the design of ¼ : 1.

Area will be re-staked to 1 : 1 slope and all unstable material removed. When solid rock is encountered slopes will be benched and constructed as planned. The extra material is not needed to construct the project and it is planned to dispose of it in a slough directly across from the section listed. All work of clearing, grubbing, excavating, hauling and disposing of the material will be paid for as extra work.

No work has been done under this order to date.

Supplemental # 1 January 10, 1963

The restaking of this area on 1 : 1 slopes increased the quantities by 250,000 cubic yards. It was originally estimated that approximately 100,000 cubic yards of this material could be left in place due to encountering solid materials and benching the slope to the original design. This would leave approximately 150,000 cubic yards to be removed at an estimated cost of $ 1.00 per cubic yard based on the costs in removing the slide material in a similar area under Extra Work Order # 6.

It now appears that stable material suitable for benching will not be found in these cuts and that the entire 250,000 cubic yards will have to be removed at a cost of approximately $ 500,000.00. The present costs to remove and dispose of this material is running approximately $ 2.00 per cubic yard. A check of the Contractor's operations at this time show a daily production rate comparable to the same type operation done under contract bid item during the summer season.

Supplemental # 2 May 14, 1963

It is now estimated that the total cost of this extra work order will be approximately $ 850,000.00, necessitating a supplemental increase of $ 350,000 to complete the slide removal. A remeasure of the slide area indicates that we have approximately 170,000 cubic yards of material yet to move between Stations 734 - 751 for a cost of approximately $ 300,000.00 based on present overall costs per cubic yard. During the winter months slides occurred at the following places, Stations 705 to 734, Woodson Cut, Kerry Cut and Coleman Cut. We estimate it will cost approximately $ 50,000.00 to move and dispose of this additional slide material.

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1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
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MAY 28 1963
NOTED ☐ ☐ ☐ ☐ ☐
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Form E-208—5M—1-58

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date January 10, 1963
Highway Columbia River
Contract No. 5999
County Clatsop and Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland 20, Oregon
Order No. 9 Supplemental # 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove unstable material and reconstruct cut slopes.

NOTED
R. D. ASBURRY

Location by station numbers:

734 - 751

NOTED
GERALD WIMER

Estimate of quantities and cost:

	Original	Supplemental # 1
Equipment Rental	$ 100,000.00	$ 233,000.00
Labor	50,000.00	117,000.00
Sub Total	$ 150,000.00	$ 350,000.00
Grand Total	=	$ 500,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

When the Contractor opened up the rock cuts in the section listed and removed one 25 - 30 foot lift, the materials in the cuts were composed of degraded rock, talus, and other unstable material. Numerous slides and popouts occurred while the Contractor was working, damaging equipment and injuring personnel, with one slide out resulting in a fatal accident. Due to the material encountered, the (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,698,777.61
Present estimate of project cost, including $500,000.00 for work under this order	$3,002,767.47
Expected ~~under-run~~ over-run amount	$303,989.86
Expected ~~under-run~~ over-run per cent	11.26

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst. Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Asbury Division Engineer

Approved OFFICE ~~Deputy State Highway Engineer~~ or ~~Assistant State Highway Engineer~~

State Printing 9818

slopes will not stand on the design of ½ : 1.

Area will be re-staked to 1 : 1 slope and all unstable material removed. When solid rock is encountered slopes will be benched and constructed as planned. The extra material is not needed to construct the project and it is planned to dispose of it in a slough directly across from the section listed. All work of clearing, grubbing, excavating, hauling and disposing of the material will be paid for as extra work.

No work has been done under this order to date.

Supplemental # 1

The restaking of this area on 1 : 1 slopes increased the quantities by 250,000 cubic yards. It was originally estimated that approximately 100,000 cubic yards of this material could be left in place due to encountering solid materials and benching the slope to the original design. This would leave approximately 150,000 cubic yards to be removed at an estimated cost of $ 1.00 per cubic yard based on the costs in removing the slide material in a similar area under Extra Work Order # 6.

It now appears that stable material suitable for benching will not be found in these cuts and that the entire 250,000 cubic yards will have to be removed at a cost of approximately $ 500,000.00. The present costs to remove and dispose of this material is running approximately $ 2.00 per cubic yard. A check of the Contractor's operations at this time show a daily production rate comparable to the same type operation done under contract bid item during the summer season.

CONSTRUCTION DIVISION
RECEIVED
JAN 18 1963
NOTED ☐ ☐ ☐ ☐ ☐
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Form E-306—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Westport - Clatskanie	Date	October 23, 1962
Highway	Columbia River	Contract No.	5999
County	Clatsop & Columbia	Prefix	-1991
Contractor	Kuckenberg Construction Co., Inc.	F. A. Project No.	F-221(10)
Address	P.O. Box 7407, Portland 20, Oregon	Order No.	#9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove unstable material and reconstruct cut slopes.

RECEIVED
OCT 1962

NOTED
J. G. CANFIELD

Location by station numbers:

734 - 751

Estimate of quantities and cost:

Equipment Rental	$ 100,000.00
Labor	50,000.00
Total	= $ 150,000.00

NOTED
R. D. ASBURRY

NOTED
GERALD WIMER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

When the Contractor opened up the rock cuts in the section listed and removed one 25 - 30 foot lift, the materials in the cuts were composed of degraded rock, talus, and other unstable material. Numerous slides and popouts occurred while the (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $150,000.00 for work under this order	$2,698,778.29
Expected ~~under-run~~ over-run amount	$522,433.68
Expected ~~under-run~~ over-run per cent	24.0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: R. D. A
Division Engineer

Approved
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 9015

Contractor was working, damaging equipment and injuring personnel, with one slide cut resulting in a fatal accident. Due to the material encountered, the slopes will not stand on the design of ¼ : 1.

Area will be re-staked to 1 : 1 slope and all unstable material removed. When solid rock is encountered slopes will be benched and constructed as planned. The extra material is not needed to construct the project and it is planned to dispose of it in a slough directly across from the section listed. All work of clearing, grubbing, excavating, hauling and disposing of the material will be paid for as extra work.

No work has been done under this order to date.

Form E-200-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date October 12, 1962
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland 20, Oregon
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-construct Magruder Drainage District Drain Ditch.

Location by station numbers:

652+50 - 675+50

686+00 - 692+00

NOTED
GERALD WIMER

NOTED
R. D. ASBURRY

Estimate of quantities and cost:

Equipment Rental	$ 6,300.00	
Labor	2,700.00	
Total =		$ 9,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

According to the plans, a drain ditch was constructed along the right of way line, parallel to centerline. During construction of the roadbed, the embankment foundation failed in several sections and the fill subsided and (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,176,344.61
Present estimate of project cost, including $9,000.00 for work under this order $2,449,613.79
Expected ~~under-run~~ over-run amount $273,269.18
Expected ~~under-run~~ over-run per cent 12.6

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Klaboe, Construction Engineer or Bridge Engineer
Cont

Approval Recommended: R.D. Asburry, Division Engineer

Approved OFFICE
~~Deputy State Highway Engineer~~ or
~~Assistant State Highway~~ Engineer

State Printing 9618

heaved up at the toe on both sides to a height approximately equal to the fill height. The drain ditches were destroyed by the upheaval and the drainage for seven farms in this area is completely shut off. This order is to provide for re-construction of these drain ditches outside the displaced areas. Prior approval was obtained from the Division Office on October 5, and work started on October 8, 1962.

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Westport - Clatskanie
Date: September 26, 1962
Highway: Columbia River
Contract No.: 5999
County: Clatsop & Columbia
Prefix: 4-1091
Contractor: Kuckenberg Construction Co., Inc.
F. A. Project No.: F-221(10)
Address: P.O. Box 7407, Portland 20, Oregon
Order No.: 7 Supplemental # 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and re-slope in areas of popouts where broken back of normal slope line.

NOTED
R. D. ASBURRY

Location by station numbers:
720+50 - 763+50

Supplemental 397+00 - 403+00; 481+00 - 488+00

Supplemental # 2 369 - 376; 720 - 722; 724 - 733; 734 - 740; 745 - 751; 754 - 764

Estimate of quantities and cost:

	Original	Supplemental	Supplemental # 2
Equipment Rental	$ 900.00	30,000.00	20,000.00
Labor	600.00	10,000.00	10,000.00
	$ 1,500.00	40,000.00	30,000.00

Grand Total = $ 71,500.00

NOTED
GERALD WIMER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Small popout slides occurring in some cut sections where material will not stand on constructed slope due to pockets of loose dirt or talus material. As slides are breaking back of normal slope line, it will be necessary to clear some additional ground and (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $2,176,344.61
Present estimate of project cost, including $71,500.00 for work under this order: $2,347,092.65
Expected ~~under-run~~ over-run amount: $170,748.04
Expected ~~under-run~~ over-run per cent: 7.8

Space to right of this line is for use of Salem Office

Submitted by: E J Hall
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Asburry
asst Division Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer
Office

State Printing 9618

re-slope slide area. General excavation to be paid for under contract bid item. No work has been done under this order to date.

Supplemental

Slides are occurring in most of the cut sections on the project. The cuts at Station 397 to 403 and Station 481 to 488 have now been pioneered and brought down 20 feet or so and the back slope in several places is already sliding or is indicating very unstable conditions. The top 20 - 30 feet of material is a loose talus formation and definitely will not stand on the design slope of ½ : 1. It is planned to clear the top of these cuts back to the right of way line and re-slope on a flatter slope part way down, returning to the original design slope when we encounter stable material.

The same slide conditions exist at Station 754 - 764 where two small slides have already occurred. This area will also be cleared and re-sloped under this order. It is anticipated that several more unstable cut sections will develope between Station 725 and 754.

Supplemental # 2

Slides and popouts have occurred at the following Stations and each area is requiring considerable work in clearing and benching or re-sloping as a corrective measure.

Station 369+00 - 376+00
720+00 - 722+00
724+00 - 733+00
734+00 - 740+00
745+00 - 751+00
754+00 - 764+00

It was anticipated in the first supplemental request that three or four of the listed sections would require correction work but several more critical area not anticipated have developed during the contractors work in removal of the top lift of the cut and are requiring corrective work.

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Form E-209-3M-1-58

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie

Date August 7, 1962

Highway Columbia River

Contract No. 5999

County Clatsop & Columbia

Prefix 4-1991

Contractor Kuckenberg Construction Co., Inc.

F. A. Project No. F-221(10)

Address P.O. Box 7407, Portland 20, Oregon

Order No. 7 Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and re-slope in areas of popouts where broken back of normal slope line.

NOTED
GERALD WIMER

1962

Location by station numbers:

720+50 - 763+50

Supplemental 397+00 - 403+00; 481+00 - 488+00

Estimate of quantities and cost:

Original

Equipment Rental = $ 900.00
Labor = 600.00 $ 1,500.00

Supplemental

Equipment Rental = $ 30,000.00
Labor = 10,000.00 40,000.00 Total $ 41,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Small popout slides occurring in some cut sections where material will not stand on constructed slope due to pockets of loose dirt or talus material. As slides are breaking back of normal slope line, it will be necessary to clear some additional ground and (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $ 2,176,344.6

Present estimate of project cost, including $ 41,500.00 for work under this order $ 2,314,811.7

Expected ~~under-run~~ over-run amount $ 138,467.11

Expected ~~under-run~~ over-run per cent 6

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 9516

re-slope slide area. General excavation to be paid for under Contract bid item. No work has been done under this order to date.

Supplemental

Slides are occurring in most of the cut sections on the project. The cuts at Station 397 to 403 and Station 481 to 488 have now been pioneered and brought down 20 feet or so and the back slope in several places is already sliding or is indicating very unstable conditions. The top 20 - 30 feet of material is a loose talus formation and definitely will not stand on the design slope of $\frac{1}{2}$: 1. It is planned to clear the top of these cuts back to the right of way line and re-slope on a flatter slope part way down, returning to the original design slope when we encounter stable material.

The same slide conditions exist at Station 754 - 764 where two small slides have already occurred. This area will also be cleared and re-sloped under this order. It is anticipated that several more unstable cut sections will develope between Station 725 and 754.

Form E-206—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date June 4, 1962
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland 20, Oregon
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and re-slope in areas of popouts where broken back of normal slope line.

Location by station numbers:

720 + 50 - 763 + 50

GERALD WIMER

Estimate of quantities and cost:

Equipment Rental	=	$ 900.00
Labor	=	600.00
Total	=	$ 1,500.00

NOTED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Small pop out slides occurring in some cut sections where material will not stand on constructed slope due to pockets of loose dirt or talus material. As slides are breaking back of normal slope line, it will be necessary to clear some additional ground and reslope slide area. General excavation to be paid for under Contract bid item. No work has been done under this order to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,176,344.61
Present estimate of project cost, including $ 1,500.00 for work under this order $2,198,966.64
Expected ~~under-run~~ over-run amount $ 22,622.03
Expected ~~under-run~~ over-run per cent 1

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended: F. B. Klaboe
Construction Engineer or Bridge Engineer

Approval Recommended: R. D. [illegible]
Division Engineer

Approved
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Westport - Clatskanie	Date	February 6, 1962
Highway	Columbia River	Contract No.	5999
County	Clatsop & Columbia	Prefix	4-1091
Contractor	Kuckenberg Construction Co., Inc.	F. A. Project No.	F-221(10)
Address	P.O. Box 7407, Portland 20, Oregon	Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust water lines.

Location by station numbers:

489+10, 508+15, 518+05, 534+77, 571+75, 609+44, 707+20

Estimate of quantities and cost:

Material	$ 875.00
Labor	275.00
Total =	$ 1,150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra work will consist of adjusting privately owned water lines that cross new construction. Metal pipe conduits are to be installed at each location under

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $1,150.00 for work under this order	$2,176,344.61
Expected under-run over-run amount	$ -
Expected under-run over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: R. D.
Asst Division Engineer

Approved
OFFICE ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

State Printing 9515

contract bid item. Water lines will be salvaged and re-installed through conduit where condition of existing pipe permits, others will be replaced with new pipe. State is to perform adjustments at the owners request. Owners will re-imburse the State actual costs of the adjustment for the portion which are their obligations. The agreement for the State to do this work and the percentage of costs to be paid by the owner and by the State are set out in individual letters from the Department's Chief Counsel to the owners involved.

			Division of Obligation	
Station	Owner	Letter dated	State	Private Owners
489+10	Woodson Water Association	Oct. 17, 1961	35.5 %	64.5 %
503+15	Richard Kent Magruder	Oct. 6, 1961	100 %	-
518+05	Westland Water District	Oct. 6, 1961	100 %	-
534+77	Clifford Salmi	R/W obligation	100 %	-
571+75	Community Owned Water District	Oct. 9, 1961	-	100 %
609+44	Midland Water Association	Oct. 6, 1961	100 %	-
707+20	Edna Johnson	R/W obligation	100 %	

No work has been done under this order to date.

Form E-208—5M—1-58

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date February 6, 1962

Project Name Westport - Clatskanie

Contract No. 5999

Highway Columbia River

Prefix 4-1091

County Clatsop & Columbia

F. A. Project No. F-221(10)

Contractor Kuckenberg Construction Co., Inc.

Order No. ~~6~~ 4

Address P.O. Box 7407, Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct fence panels below normal fence at gullies, ditches and depressions.

NOTED
GERALD WIMER

Location by station numbers:

Left side - 338+35 - 354+90, 362+50 - 370+30

Right side - 418+35 - 422+07, 501+00 - 570+50, 575+22 - 585+25; 585+30 - 599+56,
599+50 - 614+65, 615+55 - 637+20, 652+25 - 658+50, 658+50 = 665+35,
665+35 - 670+38, 670+35 - 675+35, 675+35 - 680+40, 680+40 - 692+00

Estimate of quantities and cost:

Material	$ 300.00
Labor	200.00
Total =	$ 500.00

NOTED
R. D. ASBURRY

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Necessary to construct fence panels below normal fence at crossings of gullies, ditches and depressions. Special Provisions of the Contract provide that this extra fencing will be paid for as "Extra Work". No work has been done under this order to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	2,176,344.61
Present estimate of project cost, including $500.00 for work under this order	$2,176,344.61
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

NOTED

Submitted by: .... Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Division Engineer

Approved .... ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway Engineer~~

FFICE

State Printing 9618

Form R-60-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 2 OF 4 SHEETS

[illegible]

4.31

Form E-206

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date June 21, 1962

Project Name Westport - Clatskanie
Contract No. 5999
Highway Columbia River
Prefix 4-1091
County Clatsop & Columbia
F. A. Project No. F-221(10)
Contractor Kuckenberg Construction Co., Inc.
Order No. 6 Supplemental
Address P.O. Box 7497, Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove Slide.

NOTED
R. D. ACBURRY

NOTED
GERALD WIMER

RECEIVED
JUL - 6 1962
Office of
DIVISION ENGINEER
DIVISION NO. 2

Location by station numbers:

713 - 713

Estimate of quantities and cost:

	ORIGINAL		
Equipment Rental		$ 30,000.00	
Labor		10,000.00	$ 40,000.00
	SUPPLEMENTAL		
Equipment Rental		$ 30,000.00	
Labor		10,000.00	
	Total	=	$ 40,000.00
	Total		$ 80,000.00

NOTED
J. D WALKER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An old slide area of about 2 acres, now inactive, is located directly above the new roadbed cut at the Stations listed. The toe of this slide will be removed during construction of the new roadway by a cut which will be (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $40,000.00 for work under this order	$2,262,809.94
Expected ~~under-run~~ over-run amount	$86,465.33
Expected ~~under-run~~ over-run per cent	4.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: R D Asbury Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

approximately 75' deep with back slope of 3/4 : 1. The removal of the toe will undoubtedly re-activate the slide.

At the present time it is possible to get equipment into the slide area directly off the one way section of existing highway. This order is to cover the work in clearing the slide area and excavating all soil and talus down to solid rock. The material removed will be hauled to the nearest embankment area under this same order.

SUPPLEMENTAL ORDER

It is going to be necessary to excavate approximately double the anticipated amount of material from the slide to reach the solid rock slope back of the slide section due to the rock slope being much steeper than indicated on the surface.

Form E-2[illegible]—5M—1-60

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date May 2, 1962

Project Name Westport - Clatskanie

Contract No. 5999

Highway Columbia River

Prefix 4-1091

County Clatsop & Columbia

F. A. Project No. F-221(10)

Contractor Kuckenberg Construction Co., Inc.

Order No. 6

Address P.O. Box 7407, Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove Slide.

NOTED
R. D. ASBURRY

Location by station numbers:

713 - 718

NOTED
GERALD WIMER

Estimate of quantities and cost:

Orig!

Equipment Rental	$ 30,000.00	
Labor	10,000.00	
Total =		$ 40,000.00

Supp

NOTED
J. D. WALKER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An old slide area of about 2 acres, now inactive, is located directly above the new roadbed cut at the Stations listed. The toe of this slide will be removed during construction of the new roadway by a cut which will be approximately 75' deep (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,176,344.61

Present estimate of project cost, including $40,000.00 for work under this order $2,197,466.64

Expected ~~under-run~~ over-run amount $21,122.03

Expected ~~under-run~~ over-run per cent 1

Space to right of this line is for use of Salem Office

Submitted by: E J Hall Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved OFFICE ~~Deputy State Highway Engineer~~ or ~~Assistant State Highway Engineer~~

State Printing 9618

(CONTINUED FROM OTHER SIDE)

with back slope of 3/4 : 1. The removal of the toe will undoubtedly re-activate the slide.

At the present time it is possible to get equipment into the slide area directly off the one way section of existing highway. This order is to cover the work in clearing the slide area and excavating all soil and talus down to solid rock. The material removed will be hauled to the nearest embankment area under this same order.

Prior approval for this work was obtained on Friday, April 27, and clearing work actually started on May 1st.

CONSTRUCTION DIVISION
RECEIVED
MAY 7 1962
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

				869.4[illegible]		869.42		
	[illegible]			98,[illegible].25		99,078.67		
				4[illegible]310.35		141,389.02		
				637.81		142,026.95	Paid to Contractor Not corrected [illegible]	
						[illegible]		

Form E-266—3M—3-49

Walker

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Westport-Clatskanie
Date, March 16, 1962
Highway: Columbia River
Contract No. 5999
County: Clatsop and Columbia
Prefix: 4-1091
Contractor: Kuckenberg Construction Co., Inc.
F. A. Project No. F-221 (10)
Address: P. O. Box 7407, Portland 20, Oregon
Order No. 3 - Revised

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct emergency detour road for routing traffic around a critical section of the project where the existing traveled route can not be maintained during construction and to provide flagging and other necessary protective measures to safeguard the traffic on existing highway until detour completed.

Location by station numbers:

Detour route to begin at Station 1667, junction of Highways 30 and 47, follow Highway 47 westerly for approximately one mile, then northerly via Palm Hill Road, an existing county road, a distance of 0.2 mile, then northeasterly about 0.8 mile on a new road which will rejoin the existing Highway 30 opposite Station 706.

Estimate of quantities and cost:

Equipment Rental	$ 62,500
Labor	37,500
Materials	25,000
Total	$125,000

NOTED
GERALD WIMER

(See reverse side for estimated savings: estimated net additional cost is $45,707.00).

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction plans provide that as Stage 1 work, a detour was to be constructed along the railroad track about 50 - 65 feet below and parallel to the existing highway. Traffic was to be maintained on the existing highway during construction of the detour. At the completion of Stage 1 work, traffic would be routed over the detour along the railroad track and the existing roadway removed during Stage 2 construction. (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including ~~$125,000.00~~ 45,707 for work under this order	$2,176,344.61
Expected under-run over-run (amount)	$ ---
Expected under-run over-run (per cent)	$ ---

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended:
Construction—Bridge—Engineer

Approval Recommended: R. D.
asst
Division Engineer

Approved:
Assistant State Highway Engineer

State Printing Dept. 30167

A section of Stage 1 detour is now constructed. As the back slope of the detour is soil in some places instead of rock as anticipated, the slopes will not stand on the design slope of ¼ : 1. Sections of the existing roadway are now breaking off and sliding into the detour below. With additional work on existing highway it has been possible to maintain one way traffic to date but additional rains will cause more caving and sloughing and eventually the road will completely slide out or become too dangerous to use. Due to the existance of a large slide area just above the existing road it is not safe to try and bench into the hillside. A slide from above would not only take out the existing road but in all probability would also take out the S. P. & S. tracks just below the road.

By the routing of traffic over the Palm Hill detour it will not be necessary to complete some of the planned work on Stage 1 detour, thereby affording a saving on some of the contract items. The following is a tabulation of the estimated reduction of contract items and savings to the contract:

Item No.	Item and Quantity		Unit Price	Amount
55	Salvage and Reinstall Guard Rail	6,800.0 Lin. Ft.	$ 0.95	$ 6,460.00
58	Coarse Crushed Material in Base	13,500 Tons	1.75	23,625.00
59	3/4" - 0 Material in Base	2,800 "	1.90	5,320.00
64	Furnishing and Placing Aggregates	560 Cu. Yds.	4.50	2,520.00
66	120-150 Asphalt	35 Tons	50.00	1,750.00
67	RS-1 Asphalt	20 Tons	60.00	1,200.0
S.F.O. #5	Place and Remove Protective Planking			38,418.00
	Total Estimated Savings			$79,293.00

Form E-20e—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date January 26, 1962
Project Name Westport – Clatskanie
Contract No. 5999
Highway Columbia River
Prefix 4-1091
County Clatsop & Columbia
F. A. Project No. F-221(10)
Contractor Kuckenberg Construction Co., Inc.
Order No. 3
Address P.O. Box 7407, Portland 20, Oregon

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide Flagmen, necessary barricades and signs for the purpose of safeguarding traffic passing through slide area of existing highway.

Void 2-16-62 {New order to be prepared covering construction of detour over hill, lowering & widening of ex't. hwy - order #4 - and 100% flagging.

Location by station numbers:

Existing highway opposite and right of Station 707 to Station 764.

Estimate of quantities and cost:

Labor	$ 10,000.00	
Material	1,000.00	
Total =		$ 11,000.00

NOTED
R. D. ASBURRY

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans call for construction of a detour, stage 1, to be constructed between the railroad and the existing highway. Detour is to be constructed

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $ 11,000.00 for work under this order	$2,176,344.61
Expected under-run over-run amount	$ —
Expected under-run over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: [illegible] Construction Engineer or Bridge Engineer

Approved [illegible] Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

approximately parallel to and 45 - 50' below existing highway. Existing highway must be kept in operation until stage one detour is completed. The back slope of the detour cut catches along the existing guard rail using almost vertical slopes as designed. It was anticipated this material would be solid rock but due to it being a talus material, the slopes will not stand as designed. The outside lane of the existing highway is gradually breaking off and it is necessary to barricade this lane and operate with one way traffic. To safeguard traffic it is necessary to use flagmen at all times. The barricaded area is presently 300 feet in length and will increase in length as the job progresses. Contractor is constructing project as designed and this flagging will be extra work that he did not anticipate.

This work was started at 8:00 AM, January 25, 1962 by authority of Division Office.

RECEIVED
4 1962
OFFICE OF
DIVISION [illegible]
DIVISION NO. 2

Form E-2[illegible]—[illegible]M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date December 12 1961
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland 20, Oregon
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Dispose of Unsuitable Material

Location by station numbers:

662+00 - 668+00

Estimate of quantities and cost:

Equipment Rental	$ 1,425.00
Labor	575.00
Total	$ 2,000.00

A.G.C. rental rates to cover.

NOTED
J D WALKER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Approximately 7,500 cu.yd. of peat and silty material will be excavated from a double 72" C.M. pipe culvert installation and the four connecting 9' wide drain ditches. The material is excess and definitely is not suitable for use in roadbed construction. As there is not room within the right of way (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,176,344.61
Present estimate of project cost, including $2,000.00 for work under this order $2,176,344.61
Expected under-run over-run amount $ -
Expected under-run over-run per cent -

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved OFFICE Deputy State Highway Engineer or ~~Assistant State Highway~~ Engineer

State Printing

to dispose of this material, permission has been obtained from the abbutting property owner to dispose of the material on his land adjacent to the right of way. The tidal land in this section will not support hauling rigs without construction of a haul road so it will be the most economical to move the material by use of a dragline working on mats. The material will be excavated and placed as near the right of way line as possible under the bid items of drainage and general excavation. This order is to cover the extra work involved in rehandling the material and placing it in the disposal area. The levelling of the material in the disposal area is to be the obligation of the property owner.

RECEIVED
JAN - 2 1952
OFFICE OF
[illegible] ENGINEER
[illegible]

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport - Clatskanie
Date November 7, 1961
Highway Columbia River
Contract No. 5999
County Clatsop & Columbia
Prefix 4-1091
Contractor Kuckenberg Construction Co., Inc.
F. A. Project No. F-221(10)
Address P.O. Box 7407, Portland, Oregon
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagmen for the purpose of safeguarding traffic passing through and by the project while said project is under construction.

RECEIVED
[illegible] 7 1961

Location by station numbers:

Entire Project

NOTED

mate of quantities and cost:

State share of "Flagman" labor costs - $ 8,000.00

NOTED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization	$2,176,344.61	Space to right of this line for use of Salem Office
	Present estimate of project cost, including $ 8,000.00 for work under this order	$2,176,344.61	
	Expected under-run over-run amount	$ -	
	Expected under-run over-run per cent	-	

itted by: E. J. Hall Resident Engineer

Approval Recommended: L. [illegible] Construction Engineer or Bridge Engineer

Approval Recommended: R. D. A[illegible] asst Division Engineer

Approved [illegible] OFFICE ~~Deputy State Highway~~ Engineer or ~~Assistant State Highway Engineer~~

State Printing

[illegible]

[illegible] - Diatsemie

[illegible] turned out to be
[illegible]
[illegible]

17" [illegible]

[illegible] inches

E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name [illegible]

Date [illegible] 6, 19 61

Highway [illegible]

Contract No. 5[illegible] F. A. Project No. F-2[illegible](10)

County [illegible]

Prefix [illegible] Account No. 285

Description of Work To Be Done:

[illegible] Pacific Northwest Bell Telephone Company telephone [illegible]

Location by Station Numbers:

[illegible]

Estimate of Quantities and Costs:

	[illegible] to Original Condition	Permanent Rearrangements
[illegible]	[illegible]	$ 966.00
[illegible]	[illegible]	237.00
[illegible]	[illegible]	3[illegible].00
[illegible]	[illegible]	690.00
[illegible]	[illegible]	48.00
[illegible]	[illegible]	[illegible]
	[illegible]	2,6[illegible]9.00

Total temporary and permanent = $ [illegible]

Explanation:

[illegible] on private property. It is necessary to move and install [illegible] in the [illegible] area. Work to be done by Pacific [illegible] Company forces. [illegible] by letters of September [illegible] for [illegible] authorization.

INSTRUCTIONS

Submit a separate order for each piece of [illegible] work to be undertaken, [illegible] work on contract jobs. [illegible] are to be submitted [illegible] by the Assistant [illegible] one copy will be [illegible] one copy [illegible] Engineer.

Project authorization	$ 1[illegible]
Present estimate of project cost, including $ [illegible] for work under this order	$ [illegible]
Expected under-run over-run (amount)	$ –
Expected under-run over-run (per cent)	–

Space to right of this line for use of Salem Office

Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

[illegible] Division Engineer

Approved: [illegible]
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Form A-1[illegible]-5M-10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name [illegible] - Clatskanie Order No. 3

Date November 7, 1961

Highway [illegible]

Contract No. 5[illegible] F. A. Project No. F-22[illegible] (10)

County [illegible]

Prefix [illegible] Account No. 285

Description of Work To Be Done:

[illegible] to Clatskanie Peoples Utility District power line.

Location by Station Numbers:

[illegible] - 474, 500, 503, 691, [illegible]

Estimate of Quantities and Costs:

[illegible]	
[illegible] & Equipment	$ 1,97[illegible]
[illegible]	[illegible]
Overhead & Expense	[illegible]
[illegible] Total	[illegible]
Less Accrued Depreciation & Salvage	3,[illegible]
[illegible] Total	[illegible]
	$ 3,137.14

Explanation: Power line is at present on private property. [illegible] It is necessary to move poles, [illegible] Work to be done by Clatskanie [illegible] by letters of September 18th and [illegible]

INSTRUCTIONS

Submit a separate order for each piece or [illegible] of state force work to be undertaken. [illegible] the account number applying to that [illegible] work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted [illegible] Salem. After approval by the Assistant [illegible] Highway Engineer, one copy will be [illegible] to the Division Engineer and one copy [illegible] the Resident Engineer.

Project authorization $176,344.61

Present estimate of project cost, including

$3,137.14 for work under this order $176,344.61

Expected under-run / over-run (amount) . . . . . . $ –

Expected under-run / over-run (per cent) . . . . . –

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
OFFICE
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Form A-[illegible]

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OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Westport - Clatskanie Date November 7, 1961

Highway Columbia River Contract No. 5999 F. A. Project No. F-221(10)

County Clatsop & Columbia Prefix 4-1091 Account No. 285

Description of Work To Be Done:
Relocate temporarily and permanently Spokane, Portland and Seattle Railway Company's communication and signal lines.

Location by Station Numbers:
[illegible] - [illegible]; 394 - 406; 420 - 437; 692 - 764

Estimate of Quantities and Costs:

	Temporary Pole Line Work	Permanent Pole Line Work
Labor	$ 4,[illegible].00	$ 5,440.00
Material	2,541.00	3,[illegible].00
Handling Expenses	129.05	174.00
Rental of Equipment	391.07	401.00
Profit	27.28	37.40
Payroll Additives	[illegible]	1,[illegible]
Gross Cost	9,079.00	11,245.00
Less Salvage Value of Material	- 670.00	—
Total Net Cost Temporary & Permanent =		19,654.00

Explanation: Communication lines are at present on private property. It will be necessary to temporarily relocate the facilities outside construction area during the construction period and to relocate them permanently at the completion of the project. Work to be done by Spokane, Portland and Seattle Railway Company's forces. Obligation established by Railway Agreement [illegible] dated July 5, 1961. Costs included in ~~[illegible]~~

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem [illegible] approval by the Assistant State [illegible], one copy will be sent to [illegible] Engineer and one copy to the [illegible]

Project authorization	$2,176,344.61
Present estimate of project cost, including $19,654.00 for work under this order	$2,176,344.61
Expected under-run / over-run (amount)	$ —
Expected under-run / over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Form A-105—[illegible]—10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name [illegible]
Date [illegible] 7, 1961

Highway [illegible]
Contract No. 5922 F. A. Project No. F-221(10)

County [illegible]
Prefix [illegible] Account No. 28-A

Description of Work To Be Done:
[illegible] protective planking on Spokane, Portland and Seattle Railway Company's tracks

Location by Station Numbers:
[illegible]

Estimate of Quantities and Costs:

[illegible] protective planking	$ [illegible] per [illegible]	
[illegible]	15	
[illegible]	10,150	
Total Costs		$ 76,310.50

Explanation: [illegible] Spokane, Portland and Seattle Railway Company's tracks. It will be necessary to protect rails and ties from construction materials and debris by [illegible] planking over the tracks. [illegible] Spokane, Portland and Seattle Railway [illegible] Railway Agreement, file # [illegible],
[illegible]

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $[illegible]
Present estimate of project cost, including
$[illegible] for work under this order $[illegible]
Expected under-run / over-run (amount) . . . . . . $ —
Expected under-run / over-run (per cent) . . . . . —

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Form A-155-[illegible]-10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Westport - Clatskanie Date November 7, 1961

Highway [illegible] Contract No. 5299 F. A. Project No. F-221(10)

County [illegible] Prefix [illegible] Account No. 279

Description of Work To Be Done:

Replace damaged Spokane, Portland and Seattle Railway Company's ties.

Location by Station Numbers:

[illegible] - 140, [illegible] - 186, 400 - 407; 692 - 704

Estimate of Quantities and Costs:

140 [illegible] Treated Cross Tie	@ $4.50 per tie	=	$630.00
[illegible] Tie [illegible]	@ 2.00 per tie	=	280.00
Railway overhead, 30% ($280.00)		=	84.00
Total Cost			$ 994.00

Explanation: Construction area borders Spokane, Portland and Seattle Railway Company's tracks. It will be necessary to replace ties damaged by State's Construction work. Work to be done by Spokane, Portland and Seattle Railway Company's forces. Obligation established by Railway Agreement, [illegible], July 5, [illegible]. Funds included in Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,171,344.61

Present estimate of project cost, including $994.00 for work under this order $2,171,344.61

Expected under-run / over-run (amount) . . . . . . $ —

Expected under-run / over-run (per cent) . . . . . —

Space to right of this line is for use of Salem Office ✓

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: [illegible] ~~Deputy State Highway Engineer~~ or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

Detour

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Westport - Clatskanie Date February 24, 1962

Highway Columbia River Contract No. 5999 F. A. Project No. F-221(10)

County Clatsop & Columbia Prefix 4-1091 Account No. 273 - 274

Description of Work To Be Done:

Install Traffic Signs and Warning Signs 274

Detour Project, see estimate 273

Location by Station Numbers:

Estimate of Quantities and Costs:

INSTALL	Traffic Signals	Material	$450
		Labor	400
	Warning Signs	Material	100
		Labor	70
DETOUR PROJECT	Warning and Direction Signs	Material	450
		Labor	230
	Barricades and Sight Posts	(Salvage) Labor	450
	Floodlight Barricades	Material	300
		Labor	200
	Salvage Signal Installation	Labor	150
			$2800

Explanation: [illegible]

Material	$1300
Labor	1200
Equipment	300

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $2800 for work under this order $2,800.00

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line for use of Salem Office

Filed by: .... Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Division Engineer

Approved: .... Deputy State Highway Engineer or Assistant State Highway Engineer

OFFICE

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

Detour

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3 supp. [illegible]

Project Name [illegible]

Date March 1, 1962

Highway [illegible]

Contract No. 5999 F. A. Project No. F-221(10)

County [illegible]

Prefix A-1091 Account No. [illegible]

Description of Work To Be Done:

[illegible] Peoples' Utility District power line.

NOTED
R. D. ASBURRY

Location by Station Numbers:

Station [illegible] to Station [illegible] (via Palm Hill County Road)

Estimate of Quantities and Costs:

Labor	$ 372.00
Transportation & Equipment	48.00
2—30' creosoted poles	30.00
2—35' " "	75.00
2—40' " "	72.00
10—8' crossarms	22.50
7 guys & anchors	42.00
Overhead expense 15% of 661.50 =	99.23
	$ 760.73

Less [illegible] depreciation on 1-30', and 4-35' poles set in 1937 and on 1-35' pole set in 1961 = (-) 112.20

Net estimated cost = $ 648.53

Explanation:

[illegible] line is on permit on private property. It is necessary to move seven poles which [illegible] in the construction area for the detour now being constructed over Palm Hill. Work to be done by [illegible] forces. Work was started on this work February 16.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,176,344.61

Present estimate of project cost, including $ 648.53 for work under this order $2,176,344.61

Expected under-run / over-run (amount) . . . . . . $ —

Expected under-run / over-run (per cent) . . . . . . —

Space to right of this line is for use of Salem Office

NOTED

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: R. D. [illegible] Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

Detour File

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name [illegible] Date March 5, 1952

Highway [illegible] Contract No. 5999 F. A. Project No. F-221(10)

County [illegible] Prefix A-4691 Account No. 230, 731

Description of Work To Be Done:

Construct pipe lines and water systems, install culverts, extend culverts.

R. D. ASBURRY

Location by Station Numbers:

Station [illegible] - [illegible], via [illegible] Detour.

NOTED
J. D. WALKER

Estimate of Quantities and Costs:

Labor	$ 1,400.00
Equipment Rental	400.00
Material	400.00
Total =	$ 2,200.00

Explanation:

Necessary to protect, relocate and install two separate water systems which conflict with the detour construction. Necessary to install culverts in section of new

(OVER)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $ 2,200.00 for work under this order	$2,176,344.61
Expected under-run / over-run (amount)	$ —
Expected under-run / over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Continued from other side

[illegible] and extend culverts along section of county road used as part of

[illegible]. County road is narrow and is being widened to two way, minimum 24 foot

[illegible]

Contractor does not have experienced labor force available to do this work.

[illegible] being constructed as an emergency item and State forces used so

as to expedite work.

[illegible] was started by authority of Division Engineer.

Work under this order was started February 16.

Form A-105

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name [illegible] - [illegible]

Date August 22, 1962

Highway [illegible]

Contract No. 5929

F. A. Project No. F-221(10)

County [illegible]

Prefix 4-1091

Account No. 202

Description of Work To Be Done:

[illegible] flagging and other protective services and devices needed for protection and safety of railroad operations and property due to operations of the Contractor.

Work to be done by S. P. & S. Railroad Company and cost thereof deducted from Contractors' payments.

Location by Station Numbers:

Entire Project.

Estimate of Quantities and Costs:

Flagging and other protective services	-	$ 16,000.00
Less Reimbursement from Contractor		(-) 16,000.00
		0

NOTED
GERALD WIMER

Explanation:

Required by agreement with railroad company. Contract provides State shall pay railroad company for this work and an equal amount shall be deducted from the Contractor's progress and final pay estimates.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $ 0 for work under this order	$[illegible]
Expected ~~under-run~~ over-run (amount)	$14[illegible],759.98
Expected ~~under-run~~ over-run (per cent)	6.[illegible]

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M—10-40

Detour
# 10

OREGON STATE HIGHWAY COMMISSION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Westport-Clatskanie Date September 7, 1962

Highway Columbia River Contract No. 5999 F. A. Project No. F-221 (10)

County Clatsop and Columbia Prefix 4-1091 Account No. 273

Description of Work To Be Done:

Construct 0-7 oil mat with binder on Palm Hill detour.

NOTED
GERALD WIMER

Location by Station Numbers:

From M.P. 1.46 on the Mist-Clatskanie Secondary Highway to M.P. 63.44 on the Columbia River Highway.

Estimate of Quantities and Costs:

1.25 miles at $4,000 per mile = $5,000.00

Explanation:

Due to the construction of the Westport-Clatskanie Section, a detour to handle traffic had to be constructed over Palm Hill. This detour was constructed for summer use only. Now it appears it will have to be used through the coming summer. To make it usable over the winter, the detour should be oiled.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,176,344.6	✓
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 2,325,104.5	
Expected ~~under-run~~ over-run (amount)	$ 148,759.9	
Expected under-run over-run (per cent)	6.84%	

Submitted by: Resident Engineer

Approval Recommended: R. D. asst Division Engineer

Approval Recommended: H. B. Klebe asst Construction—Bridge—Engineer

Approved: Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing Dept. 25184

Form A-106-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name Westport - Clatskanie

Date October 17, 1962

Highway Columbia River

Contract No. 5999

F. A. Project No. F-221(10)

County Clatsop & Columbia

Prefix 4-1091

Account No. 234

Description of Work To Be Done:

Operate pumps to keep drainage ditch functioning.

NOTED
R. D. ASBURRY

Location by Station Numbers:

660 to 673

Estimate of Quantities and Costs:

Labor	$600.00
Equipment Rental	100.00
Material	50.00
Total	$750.00

NOTED
GERALD WIMER

Explanation:

Embankment failures occurred at the areas listed, causing upheavel of the adjacent ground outside the toe of fill to height equal to or greater than the roadbed fill. The Magruder Drainage District drain ditch was destroyed in the upheavel section., (cont. over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,176,344.61
Present estimate of project cost, including $ 750 for work under this order	$2,725,278.29
Expected under-run over-run (amount)	$548,933.68
Expected under-run over-run (per cent)	25.2

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: McCabe
Construction Engineer or Bridge Engineer

Approval Recommended: R. D.
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

(cont'd)

cutting off the drainage to seven farms. As this land is all diked and below the water level, flooding of the fields started as soon as the rains began. This order is to provide for pumping the water in the drain ditch around the cut-off section. The Contractor is working on an extra work order, is re-constructing a new drain which [illegible] will be in operation in 8 to 10 days time.

CONSTRUCTION DIVISION
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OCT 22 1962
NOTED

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Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 12

Date December 17, 19 62

Project Name [illegible]

Contract No. 5999 F. A. Project No. F-221(10)

Highway [illegible] River

Prefix A-1[illegible] Account No. 219

County [illegible] Columbia

Description of Work To Be Done:

[illegible] crushed material for use by Columbia County Road Department in maintaining the dike road [illegible] area during the periods the existing highway is closed because of slides and [illegible] traffic is using the dike road as a detour.

Location by Station Numbers:

[illegible] supplier located near town of Taylorville, opposite Lower Columbia River Highway [illegible]

Estimate of Quantities and Costs:

	Minimum		Maximum	
[illegible]" - 0 Crushed Material @ 1.90 per cu.yd.	25 cu.yd. =	$ 47.50	100 cu.yd. =	$ 190.00
[illegible]" - 0 Crushed Material @ 1.50 per cu.yd.	75 cu.yd. =	112.50	400 cu.yd. =	600.00
Total		$ 160.00		$ 790.00

Explanation:

[illegible] of measurement to be cubic yard, truck measure, at supplier's stockpile site.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ ~~2,725,278.29~~ 2,698,777.01

Present estimate of project cost, including $ 790.00 for work under this order $ 2,725,278.29

Expected under-run over-run (amount) . . . . . . $ —

Expected under-run over-run (per cent) . . . . . —

Space to right of this line is for use of Salem Office

✓

Submitted by: .... Resident Engineer

Approval Recommended: R. D. [illegible] Division Engineer

Approval Recommended: Asst. Construction Engineer or Bridge Engineer

Approved: .... ~~Deputy State Highway Engineer~~, ~~Assistant State Highway Engineer or~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

D-tour

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 13

Project Name [illegible] - Clatskanie

Date January 10, 1963

Highway Columbia River

Contract No. 5899

F. A. Project No. F-221(10)

County [illegible]

Prefix A-1891

Account No. 285

Description of Work To Be Done:

Relocate Pacific Northwest Bell Telephone Company buried telephone cable.

NOTED
R. D. ASBURRY

Location by Station Numbers:

[illegible] Hill detour road, 20+00

Estimate of Quantities and Costs:

Cost of Labor	$950.00
Construction overhead Costs	435.00
Engineering Costs	130.00
Materials and supplies: 400' 37-4 19ga cable, strand, 2 poles and 2 anchors	430.00
Supply Expense	15.00
Motor Vehicle	150.00
Board & Lodging	200.00
Salvage	—
Total	= $ 2,310.00

NOTED
GERALD WILMER

Explanation: Buried telephone cable was on private property and detour road was constructed over cable. Hill slide out on detour road has damaged cable and it is necessary to replace the damaged section with aerial cable on poles located well out of the slide area. Work to be done by Pacific Northwest Bell Telephone Company forces. Obligation established by letter of [illegible]

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,[illegible],777.[illegible]
Present estimate of project cost, including $2,310.00 for work under this order	$2,[illegible],777.[illegible]
Expected under-run / over-run (amount)	$ —
Expected under-run / over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105--5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 15

Project Name [illegible] - Clatskanie

Date May 13, 1963

Highway [illegible] River

Contract No. 5209 F. A. Project No. F-221(10)

County [illegible]

Prefix 4-1991 Account No. [illegible] 239

Description of Work To Be Done:

Repair logging roads.

Location by Station Numbers:

Beginning at a point on Highway 47 about ½ mile South of Clatskanie and terminating at top of cut line, approximately 670 feet left of Station 737.

Estimate of Quantities and Costs:

Equipment Rental	=	265.00
Labor	=	515.00
Material	=	1,850.00
Total	=	2,630.00

NOTED
GERALD WIMER

Explanation:

State and Contractor's forces have been using two private logging roads which were the only means of access to the top of the slide area at Station 737, (Over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,698,777.61

Present estimate of project cost, including $ 2,630.00 for work under this order $3,032,223.11

Expected ~~under-run~~ over-run (amount) . . . . . . $ 333,445.50

Expected ~~under-run~~ over-run (per cent) 12.4

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or ~~Bridge Engineer~~

Approved: .... ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

9. These logging roads are now rutted and in very poor condition due to traffic during bad weather. The State's use of these roads was based on the understanding that they would be returned to their original condition at completion of our work. The major portion of this road repair would not be started until the material dries out.

Having the State forces do this work will result in a substantial savings to the State. No work has been done under this order to date.

For additional information refer to E. J. Hall's letters to Division Engineer, dated April 15 and May 2.

CONSTRUCTION DIVISION
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CONSTRUCTION DIVISION
RECEIVED
MAY 28 1968
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Form A-105—5M

DMS.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 16

Project Name [illegible] - Clatskanie

Date May 8, 1963

Highway [illegible]

Contract No. [illegible]

F. A. Project No. F-221(10)

County [illegible]

Prefix [illegible]

Account No. 269

Description of Work To Be Done:

Repair wooden bridge.

Location by Station Numbers:

Entrance to logging road on Adolph Bergman's property approximately ¼ mile south of Clatskanie on Highway 47.

NOTED
GERALD WIMER

Estimate of Quantities and Costs:

Labor = $ 600.00

Material = 100.00

Total = $ 700.00

[illegible] 1963

Explanation:

State and Contractor's forces have been using a private logging road which was the only means of access to top of slide area at Station 737, Extra Work Order # 9. (Over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $2,[illegible],777.61

Present estimate of project cost, including $ 700.00 for work under this order $3,[illegible].11

Expected ~~under-run~~ over-run (amount) $[illegible].50

Expected ~~under-run~~ over-run (per cent) 11.2

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved:
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Logging road is now in very poor condition due to traffic during bad weather. Before the State can repair the road it will be necessary to repair and reinforce a short log span bridge so that it will support a motor grader and loaded rock trucks. The main portion of the road will not be repaired until this summer, however a short section between the highway and Mr. Bergman's home must be repaired as soon as possible.

For additional information refer to [illegible]. J. [illegible]'s letters to Division Engineer dated April 15 and May 2.

MAY 1 6 1963

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Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 17

Project Name Westport - Clatskanie
Date November 12, 1963
Highway Columbia River
Contract No. 5992 F. A. Project No. F-221(10)
County Clatsop & Columbia
Prefix 4-1091 Account No. 272

Description of Work To Be Done:

Maintain unoiled surface and drainage throughout project while contractor is on winter shutdown.

Location by Station Numbers:

[illegible] to (EQUATION 786+31.99 Bk.= 1655+59.14 Ah.=) 1694+00

Estimate of Quantities and Costs:

Materials	$1,000.00
[illegible] Equipment Rental	7,500.00
Labor	11,500.00
TOTAL	$20,000.00

Explanation:

Necessary to maintain unoiled detour surfaces and remove minor slides to keep drainage open during winter months while contractor in not on project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 2,698,777.61	/
Present estimate of project cost, including $ 20,000.00 for work under this order	$ 3,846,938.00	
Expected ~~underrun~~ over-run (amount)	$ 1,148,160.39	
Expected ~~underrun~~ over-run (per cent)	+42.7	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Division Engineer

Approved: OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ~~16~~ 18

Project Name Westport - Clatskanie Date 11/12, 1963

Highway Columbia River Contract No. 5999 F. A. Project No. F-221(10)

County Clatsop & Columbia Prefix 4-1091 Account No. 274

Description of Work To Be Done:

Furnish and install necessary signs to open Easterly part of project to traffic.

Location by Station Numbers:

692+00 to (Station Equation 786+31.99 Bk.= 1655+59.14 Ah.=) 1674+00

Estimate of Quantities and Costs:

Materials	$750.00
Labor	200.00
Equipment Rental	50.00
TOTAL	$1,000.00

Explanation:

Necessary to switch traffic back from the Palm hill detour which has been in use for the last 1½ years to the route of the new grade which is beigg opened to traffic on crushed rock surface.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 2,693,777.61

Present estimate of project cost, including $ 1,000.00 for work under this order $ 3,846,938.00

Expected ~~under-run~~ over-run (amount) $ 1,148,160.39

Expected ~~under-run~~ over-run (per cent) +42.7

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: ASST. Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway~~ Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 19

Project Name Westport - Clatskanie

Date February 14, 1964

Highway Columbia River

Contract No. 5999

F. A. Project No. F-221(10)

County Clatsop and Columbia

Prefix 4-1091

Account No. 274

J.A.K.

Description of Work To Be Done:

Furnish and install overlay on construction identification signs in conformance to B.P.R. Memorandum 20-1-64

Class II, drawing #5001, color black EG with white legend, board size 7'6" x 5'0", overlay size 6'0" X 1'6".

Location by Station Numbers:

337+00 to (EQUATION 706+31.99 Bk.= / 1655+59.14 Ah.=) 1674+00

Estimate of Quantities and Costs:

2 overlays at $15.00 = $30.00

NOTED
GERALD WIMER

Explanation:

Required by revised specifications as per J. F. Putnar letter of Feb. 4, 1964.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,698,777.61
Present estimate of project cost, including $30.00 for work under this order	$3,898,569.74
Expected ~~under-run~~ over-run (amount)	$1,199,792.13
Expected ~~under-run~~ over-run (per cent)	+44.5

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: G. L. Construction Engineer or Bridge Engineer

Approval Recommended: R. D. Division Engineer

Approved: OFFICE ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Westport - Clatskanie Order No. 20

Highway Columbia River Date July 22, 1964

County [illegible] Columbia Contract No. 5999 F. A. Project No. F-221(10)

Prefix 4-1091 Account No. 212

Description of Work To Be Done:

[illegible] Mark Magruder, as royalty, for sand removed from his property.

I.R.H.

Location by Station Numbers:

[illegible] Mark Magruder property approx. 3½ miles Northwesterly from Station 468+25 to be used Station 537 to 539

Estimate of Quantities and Costs:

30,000 Cu. Yds., Truck measure, at $0.10 per Cu. Yd. = $3,000.00

Explanation: Royalty for sand to be used on Extra work order No. 17. This is closest available source of suitable sand and alll available sources are privately owned.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	4,038,379.32	/
Present estimate of project cost, including $3,000.00 for work under this order	4,191,431.94	
Expected ~~under-run~~ over-run (amount)	$153,052.62	
Expected ~~under-run~~ over-run (per cent)	3.79%	

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Asst Construction Engineer or Bridge Engineer

Approved: OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-105

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Westport - Clatskanie Order No. 21

Highway Columbia River Date September 16, 19 64

County [illegible] Contract No. 5999 F. A. Project No. F-221(10)

Prefix 4-1091 Account No. 279

Description of Work to be Done:

Construct Portland Cement Concrete Sidewalk:

Location by Station Numbers:

[illegible]

Estimate of Quantities and Costs:

Materials	$120.00
Labor	240.00
Equipment Rental	120.00
Total	$480.00

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SEP 30 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Explanation: Existing sidewalk in front of store building is approx. 1 foot below new curb grade which would be a hazard to pedestrians and also a drainage problem. This order to raise walk to approx. curb grade. Walk was approx. level with old street so raising is necessary to bring back to comparable condition. State better equiped to do this work at lower cost [illegible]

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,038,379.32
Present estimate of project cost, including $ 480.00 for work under this order	$4,222,702.79
Expected ~~under-run~~ over-run (amount)	$ 184,323.47
Expected ~~under-run~~ over-run (per cent)	+4.56

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: L. F. Decker doa Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: L. H. Young OFFICE Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

m A-105—5M

REGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 22

ject Name Westport - Clatskanie Date November 24, 1964

way Columbia River Contract No. 5999 F. A. Project No. F-221(10)

nty Clatsop & Columbia Prefix 4-1091 Account No. 230

ription of Work To Be Done:

Install dresser coupling on 4" water pipe.
Work to be done by Westland Water Association.

tion by Station Numbers:

518+05 Right

mate of Quantities and Costs:

Labor	$115.00
Total	$115.00

nation: Water line, installed by extra work order, was incomplete after contractor had moved from project. Water assoc. beter equiped to do the work cheaper by reason of no move-in costs. Necessary to excavate joint and install dresser coupling.

INSTRUCTIONS

mit a separate order for each piece or f state force work to be undertaken. he account number applying to that s indicated in the account numbers as- to state force work on contract jobs. copies of the order are to be submitted em. After approval by the Assistant Highway Engineer, one copy will be the Division Engineer and one copy Resident Engineer.

Project authorization $4,038,379.32 /

Present estimate of project cost, including $115.00 for work under this order $4,279,936.91

Expected ~~under-run~~ over-run (amount) $235,557.59

Expected ~~under-run~~ over-run (per cent) 5.83

Space to right of this line is for use of Salem Office

ted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

val Recommended: Division Engineer

Approved: OFFICE ~~Deputy State Highway Engineer or~~ ~~Assistant State Highway~~ Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 23

Project Name Westport-Clatskanie Date November 30, 1964

Highway Columbia River Contract No. 5999 F. A. Project No. F-221(10)

County Clatsop and Columbia Prefix [illegible]-1091 Account No. 239 217-23

Description of Work To Be Done: J.H.

Repair emergency water line. Work to be done by Woodson Water Association.

Location by Station Numbers:

489+20

Estimate of Quantities and Costs:

Labor	$339.80
Supplies	24.90
Total	$364.70

Explanation: The above work was necessitated due to the breakage of a water main owned by the Woodson Water Association. The breakage occurred at three different times during force account operations, vibrations and earth slippage. On each occasion an alternate water line from a different water source was activated. The labor and supplies as shown above was for the

(Over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,038,379.32
Present estimate of project cost, including $364.70 for work under this order	$4,273,936.91
Expected ~~under-run~~ over-run (amount)	$235,557.59
Expected ~~under-run~~ over-run (per cent)	5.83

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Oliver
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

(continued)

[illegible] of this alternate line. As the alternate water line is owned by the [illegible] Water Association, it was necessary they do this work.

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OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
[illegible]
DEC [illegible] 1964
[illegible]
COE

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State-Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 24

Project Name Westport - Clatskanie

Date December 3, 1964, 19......

Highway Columbia River

Contract No. 5999 F. A. Project No. F-221(10)

County Clatsop & Columbia

Prefix 4-1091 Account No. 210-24-

Description of Work To Be Done:

Furnish crushed material for use in repairing surface of county roads used as haul route by contractor hauling sand on Extra Work Order No. 17.

[illegible]bers:

[illegible] - Commercial supplier located at Taylorville quarry, approx. 1 mile West of Westport along old Columbia River Highway.

[illegible]osts:

Crushed material, 810 Cubic Yards at $1.90 = $1,539.00

[illegible]sis of Measurement to be cubic yard, truck measure, at supplier's stockpile site.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,038,379.32	—
Present estimate of project cost, including $ 1,539.00 for work under this order	$4,273,936.91	
Expected ~~under-run~~ over-run (amount)	$ 235,557.59	
Expected ~~under-run~~ over-run (per cent)	+5.83%	

Submitted by: .... Resident Engineer

Approval Recommended: G. F. Decker asst Construction Engineer or Bridge Engineer

Approval Recommended: R. D. .... Division Engineer

Approved: .... OFFICE ~~Deputy State Highway Engineer or Assistant State Highway~~ Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

F-221(10) Westport-Clatskanie Sec., 1962
Columbia River Hwy., W. of
#5999 Clatskanie Folder # 2

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clatskanie
December 23, 1964

SUBJECT: Westport - Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
Salem

Submitted herewith is Report on Expected Over-run of Project Authorization, subject section.

Principal cause of the overrun is in three major work orders or work order supplements approved since our last increased authorization:

EWO#10-Suppl. #2 - Pit run rock borrow -	$85,000.00
EWO#12-Suppl. #1 - Below grade Exc.	45,000.00
EWO#17 incl. suppl. #1 - Sand borrow	145,000.00
TOTAL	$275,000.00

Keats Oliver
Keats Oliver
Resident Engineer

At the time of our last request for additional authorization, as you will recall, we were aware of a possible shortage of base rock but estimated that the contingency allowance of $34,136.16 would cover it.

KO

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DEC 24 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

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APR 5 - 1965
FOR FILING

Form No. [illegible]

Gen File

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Westport - Clatskanie

Date December 23, 1964

Highway Columbia River

Contract No. 5999

County Clatsop & Columbia

Kind of Work Grading, Paving & Rock Production

Contractor Kuckenberg Const. Co., Inc.

Contract Amount $ 1,818,074.10

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
Item 2 - Drain. Exc., Unclass.	3,876	$2.00	$7,752.00+	
3 - Gen. Exc., Unclass.	105,000	0.81	85,050.00+	
5 - Short Overhaul	680,000	0.01	6,800.00+	
6 - Long Overhaul	84,900	0.40	33,960.00+	
60 - Sprinkling	6,811	2.50	17,027.50+	
Minor items, unitemized algebraic total			19,392.15-	
Subtotal				$ 131,197.35+
Approved work orders (Price, extra work and state force orders)				$ 2,081,556.06+

Expected over-runs and under-runs in work orders:

	Amount	
Major items, itemized: PA#1 Regrade & Reslope Cut	$12,014.00+	
SFO#5 Railroad Planking	38,810.50-	
SFO#9 Railroad Flagging	21,147.74+	
EWO#3 Detour	15,303.03+	
EWO#7 Clear & Reslope Cuts	22,784.61+	
Minor items, unitemized algebraic total	8,328.84+	
Subtotal		$ 40,767.72+
Authorization for engineering		$ 301,536.52
Expected over-run or under-run of engineering authorization		$ 46,536.52-
Costs not included above (explain) Deduct. for overpay. Soc. Sec. & Unempl. Comp. on EWO		$ 1,219.21-
Allowance for future contingencies (——% of work remaining) (Seeding & Mulching)		$ 6,450.00+
Credits to come from transfers and deductions Main. Rock & R.R. Flagging Pd. by Contractor		$ 43,661.62-
Present estimate of project cost		$ 4,288,166.40

Brief Statement of principal causes of over-run: Approx. half of this overrun due to considerable increase in amount of below grade excavation and backfill to take care of unstable foundations not anticipated at time of last increase in authorization. Remainder of overrun due to sand borrow used to supplement base rock because of shortage created by difference in specific gravity and compaction caracteristics from that used to compute contrast amount.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 4,038,379.32
Present estimate of project cost	$ 4,288,166.40
Expected over-run (Amount)	$ 249,787.08
Expected over-run (per cent)	6.19%

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 58181

RECEIVED
DEC 28 1964
FOR FILING

December 23, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 24, Account No. 214, covering the furnishing of 1½" - 0 crushed rock for repairing surface of county roads used by contractor as haul route on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

Under Extra Work Order No. 17, the contractor hauled and placed sand as a substitution for a portion of course base. The county granted permission to use county roads as haul route with the stipulation that the roads be left in as good or better condition than they were when the contractor started using them.

This Order is to cover the cost of repairing the county roads to their original condition.

Our Division Engineer's letter containing justification of cost by our Chief Cost Analyst is attached. Also attached is the Columbia County Court's letter granting permission to use the county roads as haul route.

Tentative approval was given by the BPR Area Engineer, Dec. 21, 1964.

The total estimated amount of the Order is $1,539 with Federal participation of $923.40.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
JAN 26 1969

FOR FILING

December 15, 1964

Kuckenberg Construction Co., Inc.
P.O. Box 7497
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 15, considered your request for 90 additional workdays to complete Contract No. 5999 for grading, paving and rock production on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted you 82 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc
R.D. Asburry
Keats Oliver
F.D. Morgan
Bureau of Public Roads
L.H. Young
C.H. Matson

November 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Westport-Clatskanie Section
Columbia River Highway
Oregon Project F-221(10)

Dear Sir:

We have received from Kuckenberg Construction Co., Inc., contractor on the subject project, a request for an extension of 90 workdays to complete the project.

The contractor's request is based on overruns in bid quantities, time required to complete work done by force account, inability to perform work totaling 60 per cent of that normally possible, and changes in design and specifications ordered by the State.

The Resident Engineer's records indicate that during the following periods, workdays were charged while the contractor's entire force was involved on force account work: (1) June 18 to June 22, 1962 - five workdays; and (2) May 20 to July 2, 1963 - 31 workdays.

The Resident Engineer's records also show that during the period from June 25 to September 28, 1962, 51 workdays were charged. During that period, approximately 19 per cent of the work performed was on force account. Therefore, due to the work done as force account work, an increase in time is justified totaling 19 per cent of the 51 days, or ten days extension.

The Resident Engineer's records for the period from July 3 through September 27, 1963, indicate that 50 workdays were charged and during that period, approximately 44 per cent of the work accomplished was on force account. We recommend an increase of 44 per cent of the 50 days, or 22 days extension be granted.

The Resident Engineer's records for the period from May 18 through August 14, 1964, indicate 38 workdays were charged and during that period, approximately 37 per cent of the work accomplished was on force account. We recommend an increase amounting to 37 per cent of the 38 days, or 14 days extension be granted.

In addition to the above listed reasons which total 82 workdays, the cost of this project, exclusive of engineering, has increased from $2,019,697.88 to $4,012,094.47, or 98.65 per cent. Applying this percentage of 98.65 per cent to the original workday allowance of 185 days would indicate an increase of 182 workdays was justified. However, it is our recommendation than an extension of 82 workdays be allowed. This will increase the workday allowance from 185 to 267 days. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
R. D. Asburry
C. H. Maison

DES:bjm: ajw

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Attached is a request from Kuckenberg Construction Co., Inc., contractor on the subject project, for an extension of time to complete the project without the assessment of liquidated damages.

The contractor's request is for an extension of 90 days, based on the following points:

(1) Over-runs on contract bid quantities.
(2) Additional time required to complete work done by force account.
(3) Inability to perform work amounting to 60% of that normally possible due to conditions which were not the contractor's fault.
(4) Changes in design and specifications ordered by the State.

Records compiled by the Resident Engineer show that during the following periods the contractor's entire working force was involved in force account work:

June 18 to June 22, 1962	5 workdays
May 20 to July 2, 1963	31 workdays

The Resident's records also indicate the following:

During the period from June 25 to September 28, 1962, approximately 19% of the work performed was on force account. Applying this percentage against the 51 workdays charged during this time justified an extension of 10 days.

From July 3 to September 27, 1963 approximately 44% of the contractor's operations involved work on force account. This percentage, applied to the 50 workdays charged in this period, justifies an extension of 22 days.

Between May 18 and August 14, 1964 the contractor was involved in force account work amounting to approximately 37% of his total operations. Applying this percentage to the 38 workdays charged during this period justified an extension of 14 days.

As of November 6, 1964, 238 workdays had been charged against this project. The original workday allowance was 185 workdays. This amounts to an over-run of 53 workdays at the present time which totals $15,900.00 in liquidated damages. The estimated completion date for this project is June 1, 1965. Work remaining to complete the project consists of a small amount of fencing, erection and painting of guardrail and erection of sight posts. It is anticipated that the project will be complete except for painting of the guardrail by the time workday charges are resumed in the spring. The proposed extension should be adequate for the work remaining to complete the contract.

The documentation listed, of work done on force account, justifies an extension of 82 workdays. We recommend that an extension of 82 days be granted without the assessment of liquidated damages.

This matter has been discussed with the District and Area Engineers for the Bureau of Public Roads who concur in our recommendation.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
R. D. Asburry

4-1091

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1964

NOV 5 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE AE CCE

SUBJECT: Extension of Time
Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

Herewith letter from the contractor on the subject project asking for an extension of 90 days within which to complete the subject project without liquidated damages, together with Form E-320, "Contractors Request for Increase in Number of Workdays to Complete Construction Contract". We are not filling in the back of this form but submitting all of our recommendation with this letter so that when the final decision is reached it can be incorporated in the form without alteration.

Also attached are four copies of the letter from the Resident Engineer dated September 29, 1964, in which he analyzes this matter and recommends an extension in the amount of 92 days; also a copy of a letter from the Resident Engineer dated October 20, 1964, in which he has revised his recommendation in the letter of September 29, 1964, reducing his first recommendation by three days making a total recommended by the Resident Engineer of 89 days.

The Division Office concurs with the Resident Engineer's thinking on all items except Item No. 1 listed in his letter. We do not believe the seven days should be granted the contractor because of utilities being in the road for the clearing. There were numerous other sites throughout the job where the contractor could have been clearing at this time. This would bring the amount of days recommended by the Division Office for an extension to 82 days. This should be sufficient for the contractor to complete the project.

As of this date, November 2, the contractor should complete the paving, with excess workdays used of 50. The remaining work to be done is the installation of sight posts, some guard rail installation and fence repair. The above recommendation does not take into account the overrun of the general excavation item in the contract. It is presently estimated that the general excavation will overrun approximately 100,000 cubic yards, which by averaging 5,000 cubic yards per day would amount to 20 workdays due.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Keats Oliver

FORM E 30 50M 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clatskanie

October 20, 1964

SUBJECT: Time Extension
Westport - Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
Salem

In regard to subject time extension you requested additional information about the period No. 6 refered to in my September 29 letter to you which was with reference to the period of May 18 through August 14, 1964. In checking over my records I find that my listed EWO percentage of 45% was in error due to inadvertently leaving out one months monies when making the division and this figure should in reality be 60% and broken down as follows:

Contract work preformed (as paid on estimate)	$139,000.00	- 40%
Extra work preformed by equipment brought to the project or retained on the project for that purpose only	$82,000.00	- 23%
Extra work preformed by other than above listed equipment......................................	$129,000.00	- 37%
TOTAL ESTIMATE PAYMENTS FOR PERIOD	$350,000.00	- 100%

After review of the above figures I would like to change my recommendation for period 6 to: 37% X 38 days = 14 days for a total recommended extension of 89 days rather than 92.

Keats Oliver

Keats Oliver
Resident Engineer

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OCT 22 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533

August 18, 1964

State Highway Department
Salem, Oregon

Attn: Mr. R. D. Asburry
Division Engineer

Re: Westport-Clatskanie
Columbia River Highway
Clatsop & Columbia
Contract #5999

Gentlemen:

As you know, we have consistently protested work-day charges on the subject contract, both verbally and in writing. At our most recent meeting in Salem, on August 10, 1964, we again brought up the matter of work-day charges, and pursuant to your request, we are making this formal protest of work-day charges and request for additional time within which to complete the subject contract.

This request is for ninety (90) additional days which we feel to be conservative under the circumstances in connection with this job.

As you know, there have been approximately 17 extra work orders and these, together with other changes, have resulted in volumes and quantities increasing approximately 100%.

Specifically, this request for additional time is based upon the following: (1) Approximately 100% overrun on quantities and volumes; (2) the substantial number of extra work orders; (3) inability to work up to 60% efficiency by reasons of conditions not attributable to the contractor; (4) Changes in design and/or specifications directed by the State Highway Department.

Your consistent reply to earlier requests for extensions is that "the contractor may be eligible for an extension of time at a later date due to the extra work." I think you can agree that a decision by you in connection with additional time is imperative prior to the date of the next estimate so that no penalty will be imposed. Your immediate attention to this would be appreciated.

Yours very truly,

Kuckenberg Construction Co., Inc.

L. W. Kuckenberg, Sec. & Treas.

cc:hft
Keats Oliver
Frank Morgan
Lloyd P. Shaw
Job Office

FORM E 30 50M 7 60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clatskanie
September 29, 1964

SUBJECT: Time Extension
Westport - Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
Salem

Herewith resubmitted the Contractor's Request for Increase in Number of Workdays to Complete subject project together with copies of contractor's August 18 Letter which he refers to therein. My recomendations regarding this matter would be outlined as follows:

(1) The period from Nov. 6 thru Nov. 16, 1961, 7 workdays were charged and protested by the contractor for the reason that utilities which had not been moved were hindering production. As you know I was not present on the project at that time so am relying on Res. Eng'r Hall's remarks on the report of protest which indicate that clearing operations were being partially hindered and it is therefor my recommendation that 7 days extension be granted to cover this period. Seems to me that consideration should be given to the fact that clearing was started imediately after the utility moves were completed and that had equipment been moved to the project prior to that time full production could not have been achieved.

(2) During the period from June 18 to June 22, 1962, 5 days were charged while contractor's entire force was working on extra work. I recommend extension of 5 days to cover this period.

(3) During the period from May 20 to July 2, 1963, 31 days were charged while contractor's entire force was on extra work. I recommend extension of 31 days to cover this period.

FORM E 30 50M 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

September 29, 1964 - Page 2

To: Mr. R. D. Asburry

SUBJECT: Time Extension - Contract 5999

(4) During the period from June 25 thru September 28, 1962, 51 days were charged and during that period approximately 19% of the work paid for was extra work. Approx. half of the extra work (or 10% of the total work) during that period was on EWO #7 which was clearing and resloping behind original cut stakes at Woodson, Kerry, Coleman and Clatskanie cuts. This resloping took part of the contractor's men and equipment which could have been is use on contract items. Also after resloping by EWO, the contractor moved the extra material at unit prices and this added materially to the general excavation and haul quantities. EWO #6 effected the persecution of contract work on June 25, 26 and 27. Other extra work during the period had little, if any, effect on contract work. I feel, therefore, that due to the additional quantities and because of the use of the men and equipment on extra work that a percentage basis of time extension is in order: 19% x 51 days = 10 days extension recommended.

(5) During the period from July 3 thru Sept. 27, 1963, 50 days were charged and during that period approx. 44% of the work paid for was extra work. Major extra work involved during this period were under EWO's 9, 10, 12 and 13 and consisted of drilling, shooting and dozing rock for the contractor to pick up at unit prices, below grade excavations and backfill and rock fill borrow from Taylorville quarry as well as considerable waste area leveling, etc. None of the extra work could be said to have delayed the availability of contract work and contract work could well have progressed at a greater rate had more men and XXXXXXX equipment been brought in. It is, however, my impersonnal opinion that the contractor had sufficient men and equipment on the project to have made satisfactory progress on the contract in the absense of extra work and therefore I feel that an increase in time on the basis of percentage of extra work preformed is in order: 44% X 50 days = 22 days extension recommended.

FORM E 30 50M [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 29, 1964 - Page 3

To: Mr. R. D. Asburry

SUBJECT: Time Extension - Contract 5999

(6) During the period from May 18 thru Aug. 14, 1964, 38 days were charged and during that period approx. 45% of the work paid for was extra work. Major items of extra work involved below grade excavation and backfill and also Columbia river sand borrow. Many pieces of equipment used on extra work during this period were brought to the project expressly for the extra work (vibratory rollers, off-hwy water truck, dump trucks, etc.) however some pieces - especially dozers and blades - which were used on extra work could have delayed contract completion to some extent and I feel that a percentage increase in time is due for this period on that account: 45% X 38 days = 17 days extension recommended.

In summary:	period (1) recommend extension of	7 days
	period (2) recommend extension of	5 days
	period (3)	31 days
	period (4)	10 days
	period (5)	22 days
	period (6)	17 days
	Total Recommended extension	92 workdays

The contractor's request is for 90 days which seems to be in line with the conditions outlined above. 90 days is an increase of approx. 50% over the original limit of 185 days and also seems to be reasonable when considering that the monetary value of the contract has increased approx. 100%. Approval of the contractor's request for 90 days is recommended by this writer.

Keats Oliver
Resident Engineer

ECEIVED
DEC 9 - 1964
FOR FILING

999

December 7, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 6
December 15, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Kuckenberg Construction Co., Inc., contractor on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop County, Contract No. 5999. The request is for an additional 90 days, based on delays caused primarily by unanticipated work required on force account. During two separate periods, when the contractor's entire force was involved in force account work, 36 workdays were charged.

During three other periods, the contractor's operations were affected by required force account work to a lesser degree. Work performed as force account during these three periods amounts to 46 workdays.

Extending the original 185 workdays specified by the 36- and 46-day periods found to be justified will establish a new completion time limit of 267 workdays.

We recommend that the request for an extension of time be granted for 82 workdays which will eliminate liability for liquidated damages.

This is a Federal-aid primary project and the estimated completion date is June 1, 1965. We have received the Bureau of Public Roads' concurrence.

This matter will be presented for your consideration at the meeting on December 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:bjm bbc

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

Shaw

DATE: November 27, 1964

In reply refer to: 08-35.4-DB

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section
Columbia River Highway

We concur in your proposal to grant a contract time extension of 82 workdays on the subject project for the reasons set forth in your letter of November 19, 1964.

NOTED
LLOYD P. SHAW

Copies To Morgan
Young
12-2-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

E—820 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 25, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 185 days to 275 days, within which to complete our Contract No. 5999, without the assessment of liquidated damages. The said contract is described as follows:

Westport-Clatskanie, Columbia River Highway, Clatsop-Columbia Counties

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per our letter of August 18, 1964

Respectfully submitted,

Kuckenberg Construction Co., Inc.
Contractor

By H Kuckenberg

CONSENT OF SURETY

Date Sept. 24, 1964

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M. Niehueser
Attorney XXXX (Agnes M. Niehueser)

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5999 Contractor Kuckenberg Construction Co., Inc.

Highway Columbia River

Section Westport-Clatskanie

Kind of Work Grading, Paving and Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows: Required force account work involved contractor's entire operation during two separate periods when 36 workdays were charged. Also, during three other periods, based on percentage of work performed as force account applied to number of workdays charged, 46 additional days are justified.

Therefore, it is recommended that an extension of 82 workdays be granted.

Recommended for Approval:

Asst Division Engineer

Asst Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	5999
Project designation	F-221(10) State-Federal
Date awarded	October 25, 1961
Work started	November 9, 1961
Per cent completed	99 as of 11-6-64 Date
No. of Workdays Allowed	185
No. of Workdays Used	238 as of 11-6-64
No. of Added Workdays Requested	82

RECEIVED
JAN 1 1 1965

FOR FILING

STATE COPY

APPROVED
Contingent upon modification of
project [illegible] additional
funds
Date DEC 2 1 1964 W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 24

Project Name Westport-Clatskanie
Date December 3, 1964
Highway Columbia River
Contract No. 5999 F. A. Project No. F-221(10)
County Clatsop & Columbia
Prefix 4-1091 Account No. 210-24

Description of Work To Be Done:

Furnish crushed material for use in repairing surface of county roads used as haul route by contractor hauling sand on Extra Work Order No. 17.

Location by Station Numbers:

Source - Commercial supplier located at Taylorville quarry, approx. 1 mile west of Westport along old Columbia River Highway.

Estimate of Quantities and Costs:

1½" - 0 Crushed Material	810 Cubic Yards at $1.90=	$1,539.00

Explanation:

Basis of measurement to be cubic yard, truck measure, at supplier's stockpile site.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,038,379.32
Present estimate of project cost, including $1,539.00 for work under this order	$4,273,936.91
Expected ~~under-run~~ over-run (amount)	$235,557.59
Expected ~~under-run~~ over-run (per cent)	+ 5.83%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved: /s/ L. H. Young
~~Office Engineer.~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Copy to Young 1-11-65

State Printing

RECEIVED
JAN 1 1 1965
FOR FILING

Form No. [illegible]

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds [illegible]
Date DEC 2 1 1964 W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 24

Project Name Westport-Clatskanie
Date December 3, 1964
Highway Columbia River
Contract No. 5999 F. A. Project No. F-221(10)
County Clatsop & Columbia
Prefix 4-1091 Account No. 210-24

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Furnish crushed material for use in repairing surface of county roads used as haul route by contractor hauling sand on Extra Work Order No. 17.

Location by Station Numbers:

Source - Commercial supplier located at Taylorville quarry, approx. 1 mile west of Westport along old Columbia River Highway.

Estimate of Quantities and Costs:

1½" - 0 Crushed Material	810 Cubic Yards at $1.90=	$1,539.00

Explanation:

Basis of measurement to be cubic yard, truck measure, at supplier's stockpile site.

INSTRUCTIONS

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Expected ~~under-~~ over-run (per cent)	+ 5.83%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved: /s/ L. H. Young
~~[illegible]~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Copy to Young 1-11-65

State Printing

ECEIVED
CT 30 1964

199

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 64-226-Se

Phone 364-2171
Extension 1501

October 29, 1964

FOR IMMEDIATE RELEASE

Governor Mark O. Hatfield will dedicate the Westport-Clatskanie Section of the Lower Columbia River Highway (US30) in a ceremony Tuesday, November 3, at Clatskanie.

Forrest Cooper, state highway engineer, said the Governor would also give the principal address during ceremonies scheduled to start at 3 p.m. The program will be held next to the highway between Bridge Street and the Mist-Clatskanie Highway.

The newly completed section is 8.87 miles in length and cost approximately $4,200,000. Although only one-half mile shorter than the old section, the new highway can be driven in four minutes less time.

The section replaces what had been some of the most tortuous miles of the Lower Columbia River Highway. The many curves have been practically eliminated by the much-improved alignment.

The final portion of the new section will be opened to traffic Friday. Other portions were opened earlier as the work was completed.

Slides and near-slides plagued the construction work almost from the beginning. One of the more serious slides not only slowed the highway work but also closed the Spokane, Portland and Seattle Railway line.

The slides also caused the uncovering of rock that is unusual to that section of the state. "Rockhounds" soon learned of this and consequently turned out to collect specimens from the pockets of agates, amaphestine quartz and green chert.

NOTED
R. L PORTER

# # # # # # # #

ECEIVED
OCT 30 1964
OR FILING

177

October 29, 1964

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. Sixth
Portland, Oregon

Dear Mr. Jackson:

There is enclosed copies of information forwarded to Governor Hatfield re the Westport-Clatskanie Section dedication ceremonies.

Also enclosed is a tabulation of the needs status of the Columbia River Highway between Portland and Astoria. You will note that this tabulation shows a total length of 29.9 miles at an estimated cost of $18,305,000. This indicates that there are 68.2 miles adequate for present traffic. This means that approximately 70 per cent of the Lower Columbia River Highway is adequate for present day standards.

A public hearing on the Delena-Rainier Section was held in Rainier on October 27 and no objection was voiced to the proposed route. Therefore, at the next Commission meeting the Highway Engineer will undoubtedly recommend that the Highway Commission adopt a survey on this section and authorize the acquisition of rights-of-way. Rights-of-way are estimated to cost between $175,000 and $200,000. The estimated construction cost of this section is approximately $3½ million. This project is not on any present program and will have to await Highway Commission action at a later date when funds do become available.

For your personal information, an unreleased preliminary estimate indicates $180 million is necessary to convert the Lower Columbia River Highway from Portland to Astoria to Interstate standards. This would be necessary in case we are successful in getting this route added to the Interstate System.

As on other occasions, you will be handed a program on the platform for purposes of introduction, with the names of the persons who did not show crossed out.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosures

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

VDW:srb ms

STATE HIGHWAY AND COUNTY ROAD CONSTRUCTION PROJECTS

WESTPORT-CLATSKANIE VICINITY

Projects contracted in the past five years and also those projects approved for construction.

October 28, 1964

PROJECTS ON STATE HIGHWAY SYSTEM	Year Constructed	Estimated Cost
Columbia River Highway US 30		
1. Wauna-Westport, 2.5 mi. G-P-Bridge	1959	$ 572,000
2. Westport-Clatskanie, 8.9 mi. G-P	1964	4,344,000
3. Clatskanie Slide Correction, 0.5 mi. G-P	1960	89,000
4. St. Helens-Scappoose, 7.2 mi. Paving	1960-61-62	134,000
5. W. City Limits-St. Johns Bridge (Portland), 3.56 mi. G-P	1964	2,700,000
		$ 7,839,000
Oregon Coast Highway US 101		
6. Astoria Bridge over Columbia River	Under Constr.	$24,500,000
Nehalem Highway ORE 47 and ORE 202		
7. Vesper-Mist, 7.5 mi. Paving	1961	$ 120,000
8. Nehalem River Bridge	1961	103,000
9. Pittsburg-Mile Br. (S. Unit), and Vernonia-Beaver Creek, 2.5 mi. Paving	1964	60,000
		$ 283,000
PROJECTS ON CLATSOP COUNTY ROADS		
10. Svensen Slough (Ferris Creek Bridge, Svensen Island Road)	1960	$ 47,600
11. Neawanna Creek Bridge, Neawanna Road	1960	51,000
12. Sunset Lake Bridge, Sunset Beach Road	1963	73,500

WESTPORT-CLATSKANIE VICINITY - contd.

PROJECTS ON CLATSOP COUNTY ROADS - contd.	Year Constructed	Estimated Cost
13. Camp Creek Section, Lewis & Clark River Road, .35 mi. Grading	1964	$ 14,900
14. Rierson (Nehalem River) Bridge, Lower Nehalem River Road	Programmed	153,000
		$ 340,000

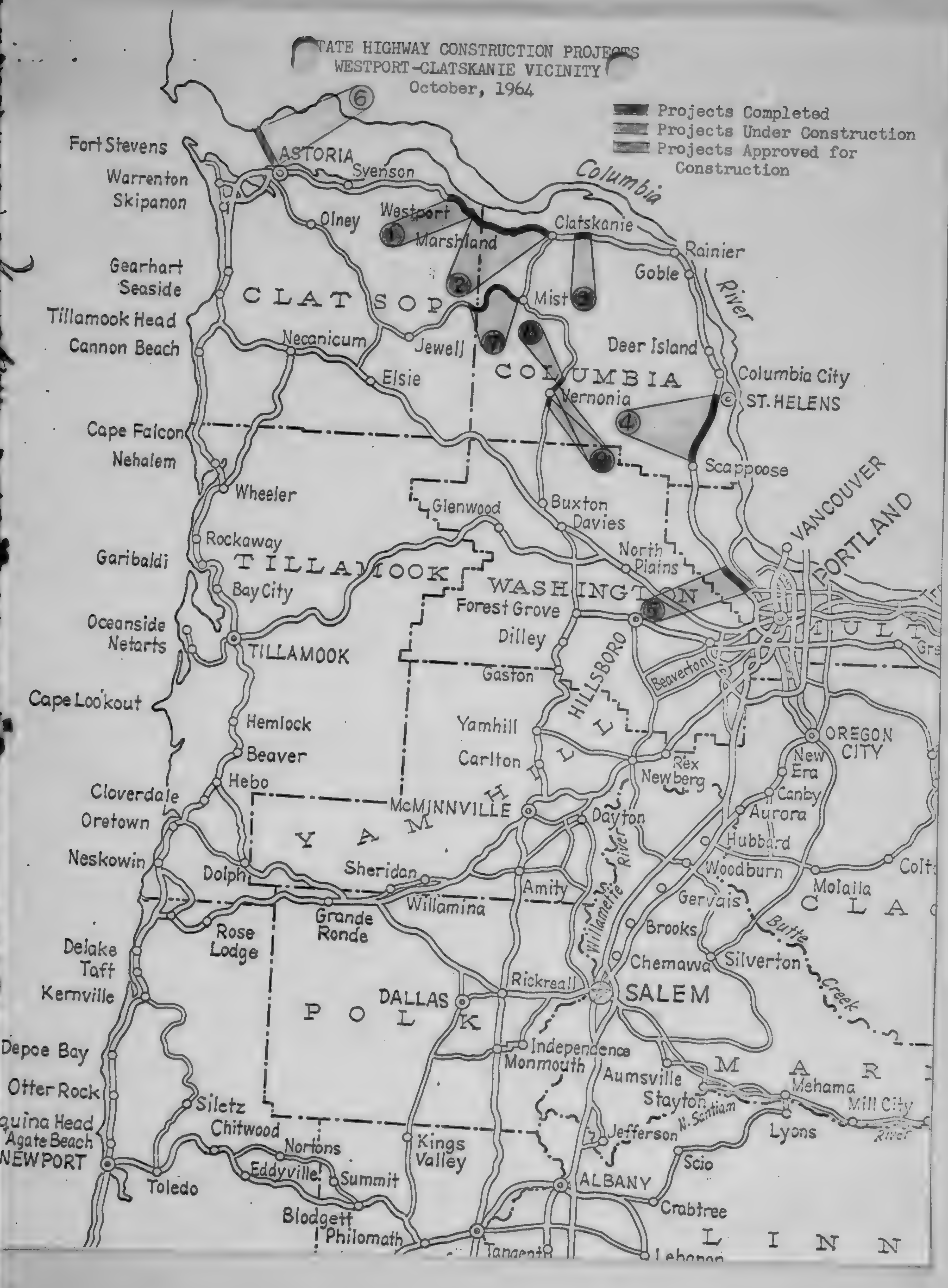
PROJECTS ON COLUMBIA COUNTY ROADS		
15. N. Unit, Pittsburg-Spitzenberg, Pittsburg-Scappoose Road, Grade-Base 3.24 mi.	1960	$ 174,500
16. Beaver Creek Bridge (Quincy-Mayger Road)	1962	30,300
17. S. Fork, Scappoose Cr. Bridge (Watts Road)	1962	16,700
18. Nehalem River (Fishhawk) Bridge, Fishhawk Road	1964	187,300
19. Milton Creek Bridge (Pittsburg-St. Helens Road)	Under Constr.	38,300
		$ 447,100

SUMMARY

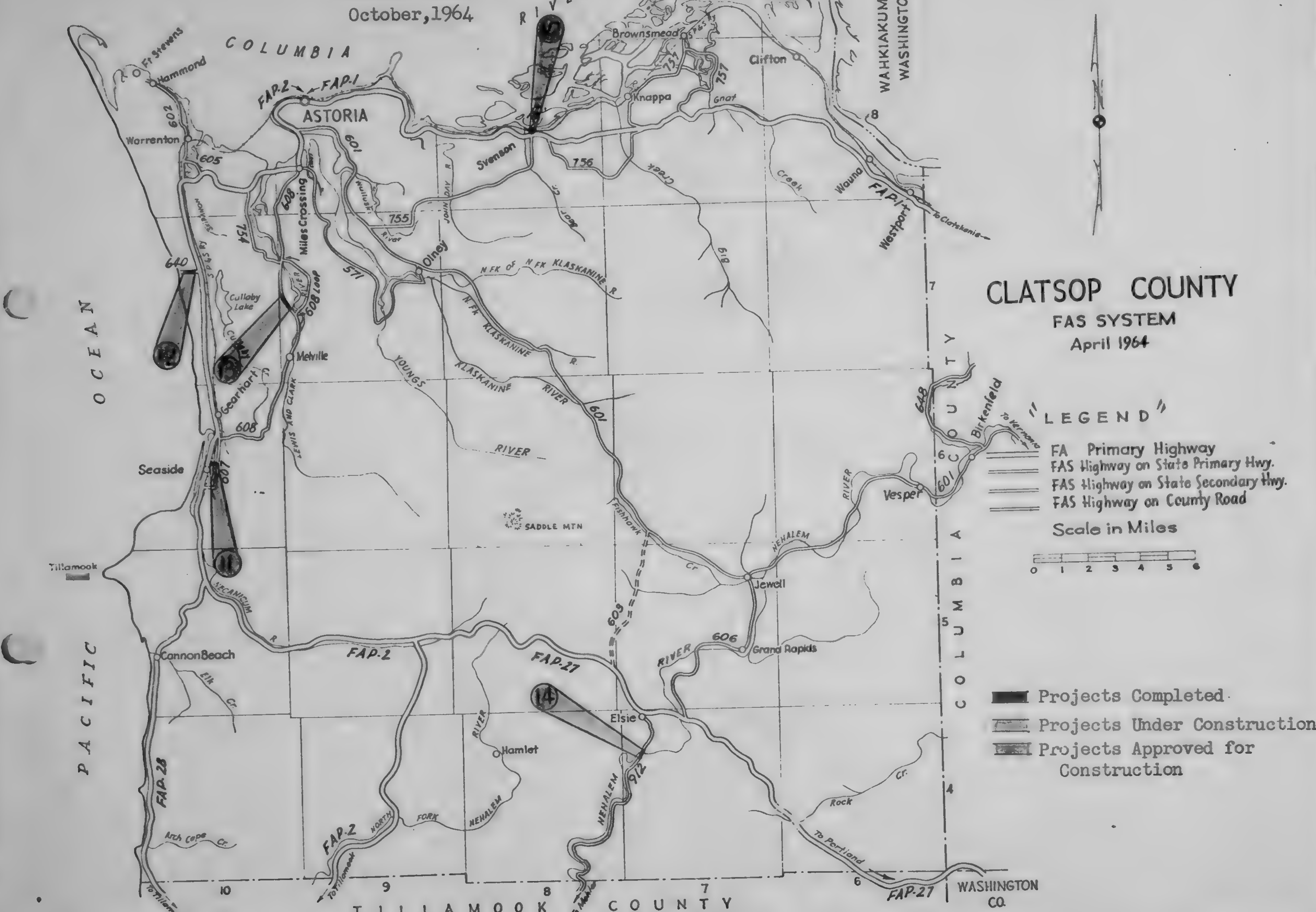
	Completed or Under Contract	Programmed	Total
State Highway Projects	$32,622,000	$ -	$32,622,000
County Road Projects	634,100	153,000	787,100
	$33,256,100	$ 153,000	$33,409,100

TATE HIGHWAY CONSTRUCTION PROJECTS
WESTPORT-CLATSKANIE VICINITY

October, 1964


Projects Completed
Projects Under Construction
Projects Approved for Construction
⑥
①
②
③
④
⑤
⑦
⑧
⑨
Fort Stevens
ASTORIA
Svenson
Columbia
Warrenton
Skipanon
Olney
Westport
Marshland
Clatskanie
Rainier
Goble
River
Gearhart
Seaside
CLATSOP
Mist
Tillamook Head
Cannon Beach
Necanicum
Jewell
Deer Island
Elsie
COLUMBIA
Columbia City
Vernonia
ST. HELENS
Cape Falcon
Nehalem
Scappoose
VANCOUVER
PORTLAND
Wheeler
Glenwood
Buxton
Davies
Rockaway
Garibaldi
TILLAMOOK
North Plains
WASHINGTON
Bay City
Forest Grove
Oceanside
Netarts
TILLAMOOK
Dilley
HILLSBORO
MULT
Gresham
Beaverton
Gaston
Cape Lookout
Hemlock
Yamhill
OREGON CITY
Beaver
Carlton
Rex
New Era
Newberg
Hebo
Cloverdale
Canby
McMINNVILLE
Dayton
Aurora
Oretown
YAMHILL
Hubbard
Neskowin
Dolph
Sheridan
Woodburn
Molalla
Colton
Amity
Willamette River
Gervais
Willamina
CLA
Grande Ronde
Rose Lodge
Brooks
Butte Creek
Delake
Taft
Chemawa
Silverton
Kernville
Rickreall
DALLAS
SALEM
POLK
Depoe Bay
Independence
Monmouth
Aumsville
MAR
Mehama
Otter Rock
Stayton
N. Santiam
Mill City
Siletz
River
Yaquina Head
Agate Beach
Chitwood
Jefferson
Lyons
NEWPORT
Nortons
Kings Valley
Scio
Toledo
Eddyville
Summit
ALBANY
Crabtree
Blodgett
Philomath
Tangent
Lebanon
LINN

COUNTY ROAD CONSTRUCTION PROJECTS
CLATSOP COUNTY
October, 1964


CLATSOP COUNTY
FAS SYSTEM
April 1964
"LEGEND"
FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road
Scale in Miles
0 1 2 3 4 5 6
PACIFIC OCEAN
COLUMBIA RIVER
WAHKIAKUM CO. WASHINGTON
TILLAMOOK COUNTY
COLUMBIA COUNTY
WASHINGTON CO.
Ft. Stevens
Hammond
Warrenton
Astoria
FAP-2
FAP-1
602
605
608
754
755
756
757
601
571
640
607
606
609
612
648
109
608 Loop
Miles Crossing
Cullaby Lake
Gearhart
Melville
Seaside
Tillamook Head
Cannon Beach
Olney
Svenson
Knappa
Brownsmead
Clifton
Wauna
Westport
To Clatskanie
Saddle Mtn
Jewell
Grand Rapids
Vesper
Birkenfeld
To Vernonia
Elsie
Hamlet
Youngs River
Klaskanine River
N. Fk. Klaskanine R.
N. Fk. of N. Fk. Klaskanine R.
John Day R.
Lewis and Clark
Necanicum R.
Nehalem River
North Fork Nehalem
Fishhawk Cr.
Big Creek
Bear Cr.
Gnat Creek
Rock Cr.
Elk Cr.
Arch Cape Cr.
SP&S Ry
FAP-27
FAP-28
To Tillamook
To Portland
10
9
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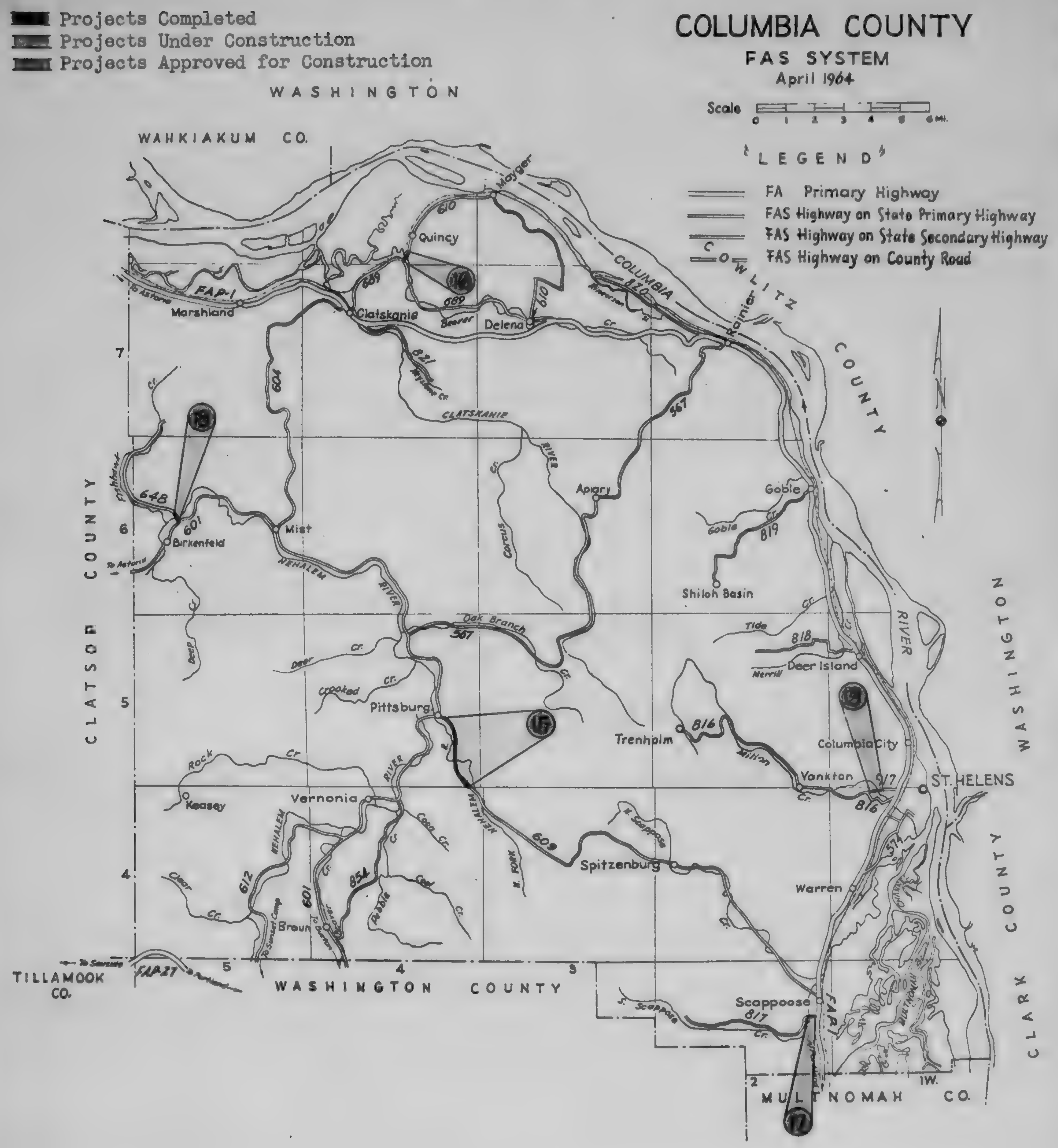
14
15

▬ Projects Completed

▬ Projects Under Construction

▬ Projects Approved for Construction

COUNTY ROAD CONSTRUCTION PROJECTS
COLUMBIA COUNTY
October, 1964



▬ Projects Completed
▬ Projects Under Construction
▬ Projects Approved for Construction
COLUMBIA COUNTY
FAS SYSTEM
April 1964
Scale
0 1 2 3 4 5 6 MI.
LEGEND
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road
WASHINGTON
WAHKIAKUM CO.
COWLITZ COUNTY
CLATSOP COUNTY
TILLAMOOK CO.
WASHINGTON COUNTY
MULTNOMAH CO.
CLARK COUNTY
WASHINGTON
COLUMBIA
RIVER
Mayger
Quincy
Marshland
Clatskanie
Delena
Rainier
Mist
Birkenfeld
Apiary
Goble
Shiloh Basin
Deer Island
Trenholm
Columbia City
Yankton
ST. HELENS
Pittsburg
Vernonia
Keasey
Spitzenburg
Warren
Braun
Scappoose
FAP-1
FAP 1
FAP 27
To Astoria
To Seaside
To Portland
To Sunset Camp
To Banks
610
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870
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648
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819
818
816
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854
574
CLATSKANIE
NEHALEM
RIVER
Oak Branch
Beaver Cr.
Deep Cr.
Deer Cr.
Crooked Cr.
Rock Cr.
Clear Cr.
Coon Cr.
Pebble Cr.
Carcus Cr.
Goble Cr.
Tide Cr.
Merrill
Milton Cr.
S. Scappoose Cr.
N. Scappoose
N. Fork
Fishhawk
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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
October 29, 1964

Pertinent Items Re:

WESTPORT - CLATSKANIE SECTION - US30

1.	Total Cost of Project	$4,344,000.
2.	Distance Savings (9.28 old - 8.87 new)	0.41 mile
3.	Estimated Time Savings	4 min.
4.	Estimated 1964 ADT on new Line	1,200
5.	Estimated Annual (1964) Savings in Vehicle Operation Costs	$8,975/yr.
6.	Estimated Annual (1964) Savings in Vehicle Time Costs	$55,188/yr.
7.	Total Estimated Annual (1964) Savings to Motorists	$64,163/yr.
8.	Estimated 1984 ADT on New Line.	2,000
9.	Estimated Average Annual Savings to Motorists over next 20 Years.	$85,500/yr.
10.	Difference in Degrees of Central Angle.	2,155 degrees
11.	Difference in Feet of Rise and Fall.	680 feet

PORTLAND-ASTORIA SECTION

COLUMBIA RIVER HIGHWAY

NEEDS STATUS

Section	Length	Needs in Thousands $	Remarks
N.W. 21st Ave.-N.W. 31st Ave.	1.3	2,660	R/W in Prog. IX not appr. by Comm.
N.W. 31st Ave.-St. Johns Bridge	3.4	1,440	
Portland City Limits-Holbrook	3.5	2,500	
Rainier-Delena	7.2	3,405	
Rock Creek-Rifle Club Road	2.7	1,000	
Big Creek-Astoria	10.2	4,940	
East Astoria Section	1.6	2,360	
TOTALS	29.9	18,305	

Length of Highway	98.1	
Less: Miles Presently Deficient	29.9	
	68.2	Miles Adequate for Present Traffic

RECEIVED
OCT 29 1964
FOR FILING

October 29, 1964

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Hatfield:

The section of highway you are dedicating on November 3 is known as the Westport-Clatskanie Section of the Lower Columbia River Highway (US 30).

This section of highway is 8.87 miles in length and the total cost will be approximately $4,200,000. Although only one-half mile shorter than the old section, the new highway can be safely driven in four minutes less time. The section replaces what had been some of the most tortuous miles of the Lower Columbia River Highway.

Slides have plagued the construction work almost from the beginning. One of the most serious slides not only slowed the highway work, but also temporarily closed the Spokane, Portland and Seattle Railway line.

Attached for your information is a copy of the program. The persons shown on the program making remarks have been allotted just enough time for very brief remarks so that ample time will be left for you to talk as you may choose.

There is also attached a listing of projects contracted in the past five years; the majority of which are completed with some still under construction which are or will be beneficial to the Clatskanie motorists. In addition, there are attached statistics showing time and money savings to the motoring public.

If there is available additional information which you may desire, we will be happy to furnish it immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Victor Wolfe

VDW:srb
Enclosures

RECEIVED
OCT 29 1964
FOR FILING
[illegible]
5999

October 29, 1964

Senator R. F. Chapman, Vice Chairman
Legislative Highway Interim Committee
Post Office Box 242
Coos Bay, Oregon

Dear Senator Chapman:

It is with considerable pride that the Oregon State Highway Commission prepares to dedicate the Westport-Clatskanie Section of the (Lower) Columbia River Highway. This relocated section of the highway will be of major assistance to traffic.

The Highway Commission cordially extends to you an invitation to be present at this dedication ceremony. The time established is Tuesday, November 3 at 3:00 p.m. PST. The site of the dedication will be approximately midway between Bridge Street and the Mist-Clatskanie Highway intersection.

The enclosed name tag is for the benefit of those persons who will be present who might not know you.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. R. L. Porter
Mr. Victor D. Wolfe

(SAME LETTER SENT TO INDIVIDUALS
ON ATTACHED LIST)

VDW:srb

Representative Robert Smith, Secretary
Legislative Highway Interim Committee
Post Office Box 429
Burns, Oregon

Representative Carl Back, Member
Legislative Highway Interim Committee
Star Route
Port Orford, Oregon

Senator Edward Fadeley, Member
Legislative Highway Interim Committee
260 Sunset Drive
Eugene, Oregon

Representative Norman Howard, Member
Legislative Highway Interim Committee
5230 S. E. 37th Avenue
Portland, Oregon 97202

Senator John J. Inskeep, Member
Legislative Highway Interim Committee
10401 S. W. 35th Drive
Portland 19, Oregon

Senator Anthony Yturri, Member
Legislative Highway Interim Committee
1051 S. W. 5th Street
Ontario, Oregon 97914

Honorable Guy Boyington
Chairman, Board of Commission
Clatsop County
Courthouse
Astoria, Oregon

Mr. Vern Stratton, Member
Board of Commission
Clatsop County
Courthouse
Astoria, Oregon

Mr. James Scarborough, Member
Board of Commission
Clatsop County
Courthouse
Astoria, Oregon

Honorable John W. Whipple
County Judge
Columbia County
St. Helens, Oregon

Honorable Louis J. Wasser
County Commissioner
Columbia County
St. Helens, Oregon

Honorable O. D. Clark
County Commissioner
Columbia County
St. Helens, Oregon

Mr. Robert Jolma
President
Kiwanis Club
Clatskanie, Oregon

Honorable Harry M. Steinbock
Mayor of Astoria
City Hall
Astoria, Oregon

Honorable Irving Kallunki
Mayor of Rainier
Post Office Box 137
Rainier, Oregon

Honorable M. E. McMichael
Mayor of St. Helens
City Hall
St. Helens, Oregon

Honorable Daniel A. Thiel
State Senator
2625 Irving Avenue
Astoria, Oregon

Honorable Wayne Turner
State Representative
30 Wagner Avenue
St. Helens, Oregon

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

RECEIVED
OCT 14 1964

5999

October 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 17 - Supplemental, covering the loading, hauling and placing of Columbia River sand on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This supplement is necessary due to overrun in the anticipated cost of this material.

Our Division and Assistant Division Engineer's letters stating reason for the overrun in cost are attached.

This supplemental order was verbally recommended for approval by the BPR Area Engineer October 9, 1964. The original order was approved by the BPR July 10, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
OCT 12 1964
FOR FILING

October 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 - Supplemental covering removal of excess fill material to revised grade between Stations 489 and 530 on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This work is necessary to remove unsuitable select subgrade material. This material was sandstone which degraded and had to be replaced.

The BPR Area Engineer has verbally recommended participation on $4,317.21 for this work. This does not include work done on the original order between Stations 1666 and 1674. Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Enc.

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OCT 8 - 1964
FOR FILING

October 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 18 covering the repair, rebuilding and reinforcing of right of way fences on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-aid Project No. F-221(10).

This repair work is necessary due to damage by subsidence of fills or had to be removed for access to waste areas. Right of way gates were set in unsuitable ground and will have to be reinforced.

This work was verbally recommended for approval by the BPR Area Engineer September 29, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Enc.

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SEP 29 1964
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5999

Salem, Oregon
September 29, 1964

Contract No. 5999
Westport-Clatskanie Section
Clatsop County

D. B. Parkes
Contract Payments Engineer

OFFICE

The monthly estimate for the period ending September 10 will be in this office in the next few days. This estimate will have a deduction item for liquidated damages for overrun of time. The contractor is presently making a pitch for an extension of time, part of which is legitimate,

In view of this, it was decided at a meeting with Mr. Shaw and Mr. Decker that we would not withhold the liquidated damages on this estimate. It is anticipated that action will be taken by the Highway Commission at the next meeting on an extension of time for this project.

Check with me before the October 10th estimate is processed.

L. H. Young
Office Engineer

LHY:mb

cc: L. Shaw
C. Maison
G. Decker

D[illegible] RECEIVED
NOV 1 0 1964
FOR FILING

STATE COPY

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
Date OCT 9 1964
U.S. Bureau of Public Roads

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport-Clatskanie
Date Sept. 21 1964

Highway Columbia River
Contract No. 5999

County Clatsop & Columbia
Prefix 4-1091

Contractor Kuckenberg Construction Co. Inc.
F. A. Project No. F-221(10)

Address P. O. Box 7407, Portland, Oregon 97220
Order No. 17-Supplement #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul and place Columbia River sand.

Rental rates to be in accordance with State-AGC agreement.

Location by station numbers:

Source: approximately 3.4 miles northwesterly from Woodson.

Placed: station 337 to station 530

Estimate of quantities and cost:

	Original	Supplement
Equipment Rental	$ 50,000.00	$ 47,000.00
Labor	25,000.00	23,000.00
	$ 75,000.00	$ 70,000.00

Total = $145,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Quantity of coarse base rock overrunning due largely to the fact that contract quantity computed with a factor of 1.7791 tons per cubic yard compacted while actual compaction is running 2.0169 tons per cubic yard (Collins Curve). Proposed sand is to replace lower half of base course in above listed stations to supplement contract quantity crushed. Work under this order has not been started.
(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4038,379.32	
Present estimate of project cost, including $70,000.00 for work under this order	$4258,307.47	
Expected under-run over-run amount	$219,928.15	
Expected ~~under-run~~ over-run per cent	5.45	

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Office Engineer.

State Printing

Copy To Young
11-10-64

Supplement:

Haul road was quite a bit slower than anticipated and compaction much more difficult to achieve than anticipated greatly increasing cost of laying and processing.

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OC 14 1964
OREGON DIVISION

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OCT 26 1964

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport-Clatskanie
Date Sept. 21, 1964
Highway Columbia River
Contract No. 5999
Prefix 4-1091
County Clatsop & Columbia
F. A. Project No. F-221(10)
Contractor Kuckenberg Construction Co., Inc.
Order No. 17-Supp. #1
Address P. O. Box 7407, Portland, Oregon [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove excess fill material to revised grade line.

Rental rates to be in accordance with State-AGC agreement.

Location by station numbers:

Station 1666+00 - 1674+00

Station 489+00 - 530+00

Estimate of quantities and cost:

	Original	Supplemental
Equipment rental	$ 875.00	$ 3,200.00
Labor	125.00	1,700.00
	$1,000.00	$ 4,900.00

Total - $5,900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Oct. 1, 1963 - Grade line lowered after portion of fill had been brought to rough grade. Prior approval received through Construction Engineer on Sept. 26, 1963. Work started under this order October 1, 1963.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,038,379.32
Present estimate of project cost, including $4,900.00 for work under this order	$4,258,307.47
Expected under-run over-run amount	$219,928.15
Expected under-run over-run per cent	5.45

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~ Assistant State Highway ~~Engineer or~~ Office Engineer.

State Printing

Copy to Young
10-26-64

Supplement-

Change at Station 459 - 530 not anticipated at time of original order. Rough grading to top of select material grade was done during summer of 1962 through this area with best material available in the Woodson cut. Material was a sandstone thought at the time to be suitable as select, however after setting for 2 seasons it had degraded to the point that it was not suitable and grade had to be lowered and widened to allow for sand blanket.

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OCT 2 6 1964

Form E-208—5M

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport-Clatskanie

Highway Columbia River

County Clatsop & Columbia

Contractor Kuckenberg Construction Co. Inc.

Address P. O. Box 7407, Portland, Oregon 97220

Date September 21, 1964

Contract No. 5999

Prefix F-1091

F. A. Project No. F-221(10)

Order No. 12 Supp. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and dispose of unsuitable material encountered below grade.

Location by station numbers:

337 - 343+50
357 - 360
397 - 403
478 - 498
531 - 533+50

stimate of quantities and cost:

	Original	Supplement
Equipment Rent -	$10,000.00	$30,000.00
Labor	5,000.00	15,000.00
	$15,000.00	$45,000.00
Total	$60,000.00	

anation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor encountered a large section of unsuitable material in the base of the above-listed cut areas. Material is principally a fibrous organic soil with high plasticity and is completely unstuiable for use. This material cannot be removed with the contractor's cats or scrapers but will have to

(OVER)

RUCTIONS: A single order should not r more than one class of work or more one extra work job.

mit five copies of the order to Salem. approval of the order by the assistant highway engineer, the Salem office will one copy to the contractor, one to the on engineer and one to the resident

Project authorization $4038,379.32

Present estimate of project cost, including $45,000.00 for work under this order $4258,307.47

Expected ~~under-run~~ over-run amount $219,928.15

Expected ~~under-run~~ over-run per cent 5.45

Space to right of this line is for use of Salem Office

itted by: /s/ Keats Oliver
Keats Oliver Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

val Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Office Engineer.

inting Copy To Young 10-26-64

be excavated with special equipment such as a dragline and truck loaded and hauled to a disposal area. Excavated area will be backfilled with suitable borrow material. Prior approval obtained for this order and work started on 8-15-63.

Supplement:

Areas at 337 to 339, 357 - 360, 397 - 403, and 478 - 498 not anticipated at time of original order. Same conditions were encountered in those areas as described above on original order.

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OCT 26 1964

Form [illegible]

[illegible](10)

5999

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Westport-Clatskanie	Date	Sept. 18, 1964
Highway	Columbia River	Contract No.	5999
County	Clatsop & Columbia	Prefix	4-1091
Contractor	Kuckenberg Construction Co. Inc.	F. A. Project No.	F-221(10)
Address	P. O. Box 7407, Portland, Oregon 97220	Order No.	18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair, rebuild or reinforce right of way fences damaged or removed by extra work or subsidence of fills and reinforce gate posts set in unstable ground.

Work to be done by J. C. Denton & Sons, subcontractor.
Rental rates to be in accordance with AGC agreement.

Location by station numbers:

337+00 - 503+00

Estimate of quantities and cost:

Labor	$ 600.00
Equipment Rental	400.00
Materials	300.00
Total	$1300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

For replacement of fences removed for access to waste areas, for repair of fences damaged by subsidence of fills, for reinforcing right of way gates set in unstable ground.
Work under this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4033,379.32	
Present estimate of project cost, including $1,300.00 for work under this order	$4253,307.47	
Expected under-run over-run amount	$219,928.15	
Expected ~~under-run~~ over-run per cent	5.45	

Submitted by: /s/ Keats Oliver
Keats Oliver
Resident Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approval Recommended: /s/ G. L. Deeter
Asst. Construction Engineer or ~~Bridge Engineer~~

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Copy to Young
10-26-64

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AUG 28 1964

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FORM E-20X—20M—12-63 54677

4-1091

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1964

SUBJECT: Used Lumber
Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

As you may remember, on the subject project we acquired several thousand board feet of heavy timbers with which to plank the railroad to safeguard it during the construction along the tight area between Midland Road and Clatskanie. This lumber has all been used, with some of it being almost completely unusable, but some of it still has a certain salvage value. Have contacted our Bridge Maintenance Superintendent regarding this material, who indicates that he has no use for it.

We have had some inquiries from local residents regarding the purchase of this material. It is recommended by this office that this material be turned over to Mr. Haskin for him to arrange a sale of it. If this meets with your approval, will you please so inform Mr. Haskin.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. L. P. Shaw
Mr. W. H. Haskin
Mr. Keats Oliver
Mr. W. E. Sandquist

27 1964

FORM E-123X 80M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1964

Dr. J. Otto George
Clatskanie, Oregon

Subject: Used Timbers
Highway 30 near Clatskanie

Dear Dr. George:

Your letter of August 5, 1964, concerning the purchase of some used timbers near Clatskanie has been turned over to this office for answering. I want to apologize for the delay of this answer but we were waiting to be sure that we had no further use for this material.

We are quite certain now that this material has served its intended purpose as far as we are concerned, so are turning it over to Mr. W. H. Haskin, who has charge of all excess material in the Highway Department, with a recommendation that he arrange a sale for this material. Notices will be given when the sale is to be held. I am sending Mr. Haskin your name and address and I am sure that he will in turn contact you to advise as to when the sale will be held. In the meantime, if you want further information regarding this matter, please feel free to contact this office.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. L. P. Shaw
Mr. F. D. Morgan
Mr. W. H. Haskin

RECEIVED
AUG 17 1964

FOR FILING

Salem, Oregon
August 13, 1964

Used Timbers
Highway 30 near Clatskanie

Mr. R. D. Asburry
Division Engineer

The attached letter from Dr. J. Otto George of Clatskanie, requests that he be permitted to purchase used timbers resulting from recent construction.

Will you please investigate this and see if there is anything we should do to comply with the Doctor's request.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Ray--

Please reply to Dr. George's letter with a copy for my file. --LPS

J. OTTO GEORGE, M. D.
PHYSICIAN AND SURGEON
CLATSKANIE, OREGON

OFFICE PHONE: 2600

REFERRED TO
Shaw

RECEIVED
AUG 11 1964
STATE ENGINEER
SALEM, OREGON

August 5, 1964

CHRIS L. WHEELER, STATE ENGINEER,
Salem,
Oregon.

Dear Mr. Wheeler:

I wish to purchase used timbers used in recent conxtruction of Highway 30 between Clatskanie and Wewtpot.

I have made this known to the Resident Engineer and he plans to dispose of them by sale as there are probably others who are likewise intrested.

I have called at the local office of late several times but there is no one there. This, I mean as a reminder so that I may have an oppertunity of purchasing all or part of them.

Very sincerely,

Otto George

J. Otto George, M.D.

RECEIVED
AUG 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to R.E.

RECEIVED
AUG 27 1964
FOR FILING

59

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON
BUS. PHONE:
ALPINE 3-7533

August 18, 1964

State Highway Department
Salem, Oregon

Attn: Mr. R. D. Asburry
Division Engineer

Re: Westport-Clatskanie
Columbia River Highway
Clatsop & Columbia
Contract #5999

Gentlemen:

As you know, we have consistently protested work-day charges on the subject contract, both verbally and in writing. At our most recent meeting in Salem, on August 10, 1964, we again brought up the matter of work-day charges, and pursuant to your request, we are making this formal protest of work-day charges and request for additional time within which to complete the subject contract.

This request is for ninety (90) additional days which we feel to be conservative under the circumstances in connection with this job.

As you know, there have been approximately 17 extra work orders and these, together with other changes, have resulted in volumes and quantities increasing approximately 100%.

Specifically, this request for additional time is based upon the following: (1) Approximately 100% overrun on quantities and volumes; (2) the substantial number of extra work orders; (3) inability to work up to 60% efficiency by reasons of conditions not attributable to the contractor; (4) Changes in design and/or specifications directed by the State Highway Department.

Your consistent reply to earlier requests for extensions is that "the contractor may be eligible for an extension of time at a later date due to the extra work." I think you can agree that a decision by you in connection with additional time is imperative prior to the date of the next estimate so that no penalty will be imposed. Your immediate attention to this would be appreciated.

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AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very truly,

Kuckenberg Construction Co., Inc.

L. W. Kuckenberg

L. W. Kuckenberg, Sec. & Treas.

cc:hft
Keats Oliver
Frank Morgan
Lloyd P. Shaw
Job Office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALpine 3-7533

PORTLAND 20, OREGON

August 18, 1964

Oregon State Highway Department
Clatskanie, Oregon

Attn: Mr. Keats Oliver
Sen. Resident Engineer

Re: Westport-Clatskanie
Columbia River Highway
Clatsop-Columbia
Contract #5999

Gentlemen:

As per your request we are proceeding with the extra work of alterating the grade from Midland Road west which consists of lowering the grade to a newly established elevation for the selected subgrade material which had been completed, accepted and paid for previously.

As indicated in our conference with you in Salem on August 10, 1964, it is our opinion that the established grade is satisfactory and the lower grade is niether necessary nor desirable. The lowering of the grade will not improve the roadway but will result in additional problems which will substantially increase the costs of construction..

As soon as this work is completed we will submit the bill in accordance with the contract.

Yours very truly,

Kuckenberg Construction Co., Inc.

L. W. Kuckenberg, Sec. & Treas.

cc:hfs
R.D. Asburry
Frank Morgan
Lloyd P. Shaw
Job Office

Grade subsided during winter months according to Kuckenberg. No material is now available as excess and new grade was laid to permit shaping to satisfactory cross section with material in the embankment.

FORM E-30K—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1964

To:
Memo to files

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

Due to a request from the contractor on the subject contract a conference was held this date in Construction Engineer Morgan's office to discuss payment for some of the phases of work on the subject project. Present at this conference were: Larry Kuckenberg, Mr. Fackler and Mr. Moore representing the contractor, Mr. Shaw, Mr. Morgan, Mr. Oliver, Mr. Rohde and myself representing the State Highway Department.

The contractor was objecting to the finishing of the roadbed from the Marshland Road area to the Midland Road area at the unit price of finishing roadbeds and slopes. It was their contention that we had accepted the grade when we paid for the select subgrade materials since which time, due to subsidence and various reasons the roadbed has become distorted both transversely and longitudinally along the roadbed. Due mainly to the subsidence of the fills in this area we have lowered the grade so that theoretically the material now in place on the fill will make a fill to an acceptable grade line and true cross section. The typical section of the existing fill is such that considerable cutting up to approximately a foot will have to be performed on the centerline to get material to build the shoulders up to the revised grade. In other words, there is too much crown in the existing road which will have to be corrected. Longitudinally there are waves in the existing grade such that some of the material will have to be drifted a short distance to get a uniform grade line.

It was the Division Office's contention in this matter that the roadbed was never brought to true grade and cross section even though payment had been made for the select subgrade material so any work at this time in bringing the fills to true grade and cross section was part of the finishing of roadbed and slope item as the material would balance within short hauls. No decision was reached regarding this matter, Mr. Shaw requesting further information regarding the condition of the fills during various stages of the work.

A question was brought up as to additional construction of a storm drain pipe across the roadway in the City of Clatskanie which was not shown on the plans. It was their contention that it would cost more to put a pipe in this area than in other areas shown on the plans so requested additional pay. Mr. Morgan indicated this should be in claim form after the work was performed when more definite information could be obtained.

Contractor also claimed that due to the lowering of the grade on the inside of the curve in Clatskanie we had caused them more difficult work around existing utilities. Resident Engineer to get better data to verify or contradict this statement. Contractor objected to the flaring of the approaches in Clatskanie. Told him this was normal procedure. Also in an area plans show to be a walkway was leaving it shown ~~done~~ as a driveway. He also objected to having to remove the struts in ~~and~~ a corrugated pipe, approximately Station 665, because the pipe was under water and would take a diver with special equipment to remove the struts.

Brief discussion was held regarding the progress of the placing of the surface rock and the planned schedule for paving. Mr. Morgan asked them if they would ~~had not~~ contacted Mr. Dorman, surfacing subcontractor, to see if he could not beat the schedule he had given us at our August 3 meeting.

R. D. Asbury
Division Engineer

RDA:dh

cc - Mr. Lloyd P. Shaw ✓
Mr. F. D. Morgan
Mr. Keats Oliver
Mr. George Rohde

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-206—5M

JAN 1 [illegible] 65

AUG -0 1963

EGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Westport-Clatskanie
Highway: Columbia River
County: Clatsop & Columbia
Contractor: Kuckenberg Construction Co., Inc.
Address: P. O. Box 7407, Portland 20, Oregon

Date: Aug. 8, 1963
Contract No.: 5999
Prefix: 4-1091
F. A. Project No.: F-221(10)
Order No.: 11

The following work is hereby classified as "Extra Work" to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install directional signing (provided solely for the convenience and directional routing of public traffic.)

Rental rates to be governed by AGC agreement.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Materials	-	$ 500.00
Labor	-	400.00
Equipment	-	100.00
Total	-	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Provided for in project special provisions.

Work under this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2698,778.39
Present estimate of project cost, including $1,000.00 for work under this order	$3624,737.00
Expected ~~under-run~~ over-run amount	$925,958.61
Expected ~~under-run~~ over-run per cent	+34.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

Copy To Young
1-14-65

RECEIVED
JUL 31 1964

4-1091

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1964

To: Memo to the Files

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

Resident Engineer Oliver reports that as of last evening, on the subject project there were 4,800 lineal feet of sand base ready for the placement of base rock upon it. Also, there were 2,000 lineal feet of subgrade in the areas where no sand is to be placed that was ready for base rock to be placed upon it. In addition to this, from the beginning of the job at Westport through the Coleman cut area, Station 337+00 to 375±, considerable spotting of base rock to bring it to final grade is necessary and could be done at any time.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. L. P. Shaw
Mr. F. D. Morgan
Mr. Keats Oliver

RECEIVED
JUL 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1964

FOR FILING

2799

July 22, 1964

356

Ms. Jewel E. Solomon
Route 2, Box 12
Clatskanie, Oregon

Dear Ms. Solomon:

Your June 29 letter posed several questions concerning our contract with Kuckenberg Construction Company for construction of the Westport-Clatskanie Section of the Columbia River Highway. These questions deal with different phases of why this project has not been completed.

The main reason for delay in completion of this contract has been the unusual amount of unanticipated work necessary to achieve stable slopes. This work consisted mainly of removing and disposing of active and/or potential slide material lying above the proposed roadbed.

A decided effort is being made to complete this section and all possible pressure is being applied to the contractor's forces and to engineering personnel. Our best estimate is that this project will be completed approximately November 1.

Thank you for your patience in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry
Keats Oliver

FDM:bjm: ajw

FORM E-30X—50M—12-63 34677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1964

To: MEMO TO THE FILES

SUBJECT: Estimated Completion Date
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

On July 14, 1964, a field check was made on the subject project, its main purpose being to determine an approximate anticipated completion date.

The following is a resume of work yet to be completed with an estimate of time it would take for each unit if done in a somewhat efficient manner:

1.	15,000 cu. yds. of Excavation	Estimated to take		15-20 working days
2.	120,000 Ton Base Rock	"	"	60 - 8 hr. shifts
3.	30,000 Ton Sand	"	"	15 - 8 hr. shifts
4.	34,000 Ton A.C.	"	"	20 working days
5.	Drainage - Pipes	"	"	5 working days
6.	Finishing and Cleanup	"	"	10 working days

Some of the above work can be in conjunction with other phases and it is estimated on an over-all picture the project contractors could, through efficient operation and effort, be able to complete the project in approximately 60 to 70 working days. With good weather conditions this would be near the latter part of October; however, it is estimated, due to weather, the date would probably be closer to November 1st.

With lack of effort and poor efficiency plus very much adverse weather the project probably could not be completed this year, or at best with very late paving.

John H. Walker
Field Testing Engineer

JHW:bjm

Date 7-3-64

ASSIGNED TO [illegible] **By** [illegible] **No.** [illegible]

Letter From [illegible]

Dated 6-29-64

Has Been Acknowledged By

RE: Condition of Highway
Westport-[illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: Due: July 8

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1964

PLEASE RETURN TO
LLOYD P. SHAW

Report Received ☐ ☐ ☐ ☐ Completed 7-8-64

To Commission Agreement

File Closed

4-1091

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1964

SUBJECT: Assignment LPS No. 256
Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

Attached is a rough draft reply to Jewell R. Solomon's June 29 letter inquiring if construction on the Westport-Clatskanie Section can be expedited and suggests getting a new contractor.

As you know, the main reason for delay in completion of this contract has been the unusual amount of unanticipated work necessary to achieve stable slopes. We are, of course, quite hopeful that this section will be completed this year but there is a considerable amount of finishing and surfacing work remaining and unless the contractor accelerates his operations to some extent, there is a possibility that at least a portion of this project will hold over another season.

Division Engineer R. D. Asburry has discussed this in more detail with Deputy State Highway Engineer R. L. Porter upon inquiry from Mr. Porter.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. Keats Oliver

REFERRED TO
Forrest Cooper
BY SECRETARY

Clatskanie, Oregon
June 29, 1964.

PLEASE RETURN TO
LLOYD P. SHAW

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

To whom It May concern:

Dear Sir:

What is wrong with our State Highway commission that this job between Clatskanie and Westport, Oregon is near a stand still and operating so long on Cost Plus.

By ltr

Are we the people to continue paying for this job for years to come?

On my car alone we have ruined four tires in the last four months on just part of the new highway.

How long is this contractor going to be reaping a harvest?

Its not me alone that is concerned about this matter but everyone you talk to about it.

There is certainly some one at fault and I believe it's about time the job came to an~~d~~ end or getting a new contractor on the job.

Yours Truly.
Jewel R. Solomon.

address.
Jewel R Solomon
Rt 2, Box 12.
Clatskanie, Oregon.

RECEIVED
JUN 3 0 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1964
FORM E-30 90M 12-63 54676
FOR FILING

4-1091

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1964

SUBJECT: Railroad Protective Liability Insurance
Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To:

Mr. Floyd Query
Secretary
Highway Commission

Herewith for your information and files a copy of a letter from Cole, Clark & Cunningham, Inc., advising the Spokane, Portland and Seattle Railway Company that the Kuckenberg Construction Company's railroad protective liability insurance for the subject project has been extended to January 1, 1965.

Also attached are prints of the "Endorsement" and "Declarations of the Policy Corrected."

R. D. Asburry
Division Engineer

By John G. Canfield
John G. Canfield
Division Office Engineer

JGC:AM
cc Mr. T. W. Litchfield

NOTED
FLOYD QUERY

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

July 15, 1964

Oregon State Highway Dept.
Mr. Ray Asburry, Div. Engr.
Salem, Oregon

Re: Railroad Protective Liabilty
Westport-Clatskanie Section
Columbia County #5999

Gentlemen:

Pursuant with your conversation by telephone on July 14, 1964, we are enclosing additional copies of letters confirming the extention of Railroad Protective Liability for the above mentioned Project.

Very truly yours,

KUCKENBERG CONSTRUCTION CO., INC.

L. W. Kuckenberg, Sec. & Treas.

cc: hft
Project Office

Cole, Clark & Cun[illegible] Inc.
INSURANCE SPECIALISTS
[illegible] S.W. FOURTH AVE. • PORTLAND, OREGON 97[illegible]

COPY

June 29, 1964

Mr. R. L. May, [illegible]
[illegible] Co.
[illegible]
Portland, Oregon

Re: [illegible] Co.
[illegible]
[illegible]

Dear Mr. May:

We enclose [illegible] Company of New York [illegible] Policy No. AL 1417[illegible] [illegible] to January 1, 19[illegible].

Please advise if you have any questions.

Yours very truly,

[illegible]D C. EASTER

RCE/cr

cc: Kuchenberg C[illegible] Co.
P. O. Box 74[illegible]
Portland, Oregon

ENDORSEMENT [illegible]

Attached to and forming part of Policy/Certificate No. [illegible]

Issued to [illegible]

Endorsement effective [illegible]

[illegible]

All other terms and conditions remain unchanged.

TOWERS, PERRIN, FORSTER & CROSBY, INC.
[illegible]

DATED: [illegible]

[illegible]

each policy.

[illegible] CO.

[illegible]

[illegible], INC.

[illegible] Mathes

RECEIVED
JUL 21 1964

FOR FILING

July 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 17, covering the loading, hauling and placing of Columbia River Sand on the Westport - Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221 (10).

This agreement is to cover the substitution of sand for a portion of the coarse base rock in the area where the plans call for 17 inches of subbase.

This work was verbally approved by the BPR District and Area Engineers and the field authorized to proceed July 10, 1964 as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. [illegible]. Young
Office Engineer

Enc.

DBP:cl

JUL 27 1964

Form 2-203

FOR FILING

F 221(10)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] | Date July 10, 1964

Highway [illegible] | Contract No. 5299

County [illegible] | Prefix 4-1091

Contractor [illegible] Construction Co., Inc. | F. A. Project No. F-221(10)

Address P.O. Box 7407, Portland, Oregon 97220 | Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul, and place Columbia River sand.

Rental rates to be in accordance with State - A.G.C. agreement.

NOTED
LLOYD P. SHAW

Location by station numbers:

Source: approximately 3.4 miles Northwesterly from Woodson.

Placed: Station 337 to Station 530

Estimate of quantities and cost:

Equipment rental -	$50,000.00
Labor -	25,000.00
Total	$75,000.00 (30,000 cu. yds. at $2.50)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Quantity of coarse base rock overrunning due largely to the fact that contract quantity computed with a factor of 1.7791 tons per cubic yard compacted while actual compaction is running 2.0169 tons per cubic yard (Collins curve). Proposed sand is to replace lower half of base course in above listed stations to supplement contract quantity crushed. Work under this order has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,038,379.32
Present estimate of project cost, including $75,000.00 for work under this order	$4,143,379.32
Expected under-run / over-run amount	$105,000.00
Expected under-run / over-run per cent	+2.6

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ C. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asbury
Division Engineer

Approved: /s/ L. H. Young
Office Engr.
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original To Young
7-27-64

RECEIVED
JUL 3 1964
FOR FILING

July 2, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10-supplemental covering additional pit-run quarry rock as selected subgrade material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This supplemental order is necessary to cover the overrun of selected subgrade material needed for the handling of traffic through stage construction and for developing of haul roads into waste areas for the disposal of unsuitable material.

The orignal and supplemental No. 1 orders were approved by the BPR.

This supplemental order was verbally recommended for approval by the BPR Area Engineer June 26, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

1964

FOR FILING

FORM E-30X—30M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1964

To: Mr. R. D. Asburry
Division Engineer

BUILDING

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

This office has approved your action taken on the contractor's protest of workdays as set forth in his letter of June 8 to Keats Oliver.

We wish, however, to again point out the value of careful and thorough documentation on the charge or non-charge of workdays, and any valid reasons for granting or not granting an extension of time should this become necessary.

The circumstances surrounding this particular job are such that careful and thorough documentation on all phases of the work cannot be overemphasized.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
Keats Oliver

RECEIVED
JUL 20 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Westport-Clatskanie
Highway Columbia River
County Clatsop and Columbia
Contractor Kuckenberg Construction Co., Inc.
Address P.O. Box 7407, Portland, Oregon 97220

Date June 19, 1964
Contract No. 5999
Prefix -109
F. A. Project No. F-221(10)
Order No. 10 Supplement No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Load, haul and place pit-run quarry rock as selected subgrade material for handling traffic through stage construction areas at locations and depths as directed by the engineer and for development of haul roads into waste areas. Develop and level waste areas.

Rental rates to be in accordance with AGC agreement.

Location by station numbers:

Source - Taylorville quarry, approximately one mile westerly from Westport. Rock to be used and areas developed as required between Station 357+00 and Station 412+00.

Estimate of quantities and cost:

	Original	Suppl. #1	Suppl. #2
Equipment Rental	$10,500.00	$90,000.00	$57,000.00
Labor	4,500.00	40,000.00	28,000.00
	$15,000.00	$130,000.00	$85,000.00

GRAND TOTAL = $230,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Suitable material for backfill not available in roadbed excavation within economical haul limits. Work has not been started under this order; however, prior approval received by phone from Mr. R. D. Asburry and we expect to start work tomorrow - August 8, 196[illegible].

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,038,379.32
Present estimate of project cost, including $85,000.00 for work under this order $4,068,379.32
Expected ~~under-run~~ over-run amount $30,000.00
Expected ~~under-run~~ over-run per cent . . . . . . +0.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

State Printing

original To Young
7-14-64

SUPPLEMENT No. 1
January 24, 1964

At the time the original order was submitted, it was anticiapted only that about 5,000 cubic yards of pit-run material would be needed in the Stage 1 and 2 areas of the Coleman cut only. Due to encountering much poorer foundations than anticipated it is now estimated that the following quantities will be required:

Coleman cut - Stage 1 - Sta. 370-375	3,573	cu.yds.
Coleman cut - Stage 2 - Sta. 365-377	12,000	"
Fill adjacent to Coleman cut - Sta. 377-381	8,541	"
Kerry cut - Stage 1 - Sta. 397-406	4,662	"
Westport cut - Sta. 339-343.	5,922	"
Coleman cut - Stage 3 - Sta. 364-377	9,302	"
Westport cut - Sta. 337 - 339	3,000	"
Total estimated	47,000	cu.yds. truck measure

Average unit costs are running approximately $3.11 per cubic yard truck measure for a total anticipated cost of $145,000.00. This requires a supplemental increase of $130,000.00.

SUPPLEMENT No. 2
June 19, 1964

Material in the Coleman cut, Station 364 to 377, both above and below grade, was found to be unsuitable for embankment construction due to being highly plastic and of high moisture content. This material has been wasted in disposal areas acquired under Price Agreement No. 4 adjacent to the right of way. Due to the swampy nature of the disposal areas and the fact that they are off the original rights of way it becomes extra work to develop these areas and to level the wasted material after deposit in a manner suitable to the property owners, thereby creating the proposed additional costs.

JUL

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 11 1964
FILING

May 4, 1964

Project No. F-221(10)
File No. 32713-Coleman
West Unit, Westport-
Clatskanie Section
Columbia River Highway
Columbia County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached are three copies of our Information for Grant or Indenture of Access sheet granting an access point on the Columbia River Highway, No. 2 near Westport.

The access point will be granted at Station 370+00 (Milepost 70.22).

The right of way for this section of highway was acquired under Right of Way Project No. F-221(9). Construction was accomplished under Federal-Aid Project No. F-221(10) West Unit, Westport-Clatskanie Section, Columbia River Highway, Columbia County.

A disposal area is needed for the remaining waste material from the cut on the subject property. Our Resident Engineer has received signed permission from Mr. Coleman for us to use a portion of his property for a disposal area, providing we grant him an access at the approach to the disposal area after our work is completed.

This matter has been discussed with Mr. Hoesner of your office. Please return the original of the Information for Grant or Indenture of Access form to this office after execution by approving authority.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

NOTED
LLOYD P. SHAW

SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Attachments

RECEIVED
MAY 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1964
FOR FILING

5999

Salem, Oregon
April 27, 1964

Increase in Project
Authorization

Keats Oliver
Resident Highway Engineer

This is to advise you that at its meeting of April 23, 1964, the Highway Commission approved an increase of $1,339,601.71 in project authorization on Contract No. 5999, Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties.

The new authorization for construction is $4,038,379.32. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

[illegible]:mb
cc: L. P. Shaw
cc: R. D. Asburry

RECEIVED
APR 23 1964

FOR FILING

5999

April 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 16, covering the clearing of dangerous trees from potential slide area on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This work is necessary to remove trees that are a hazard to workmen and the traveling public. This was requested by the State Industrial Accident Commission.

This work was verbally recommended for approval by the BPR Area Engineer April 20, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

ECEIVED
APR 17 1964

April 16, 1964

Oregon State Highway Commission

[redacted]:

An overrun of the present project authorization is evident on the Westport-Clatskanie grading and paving project on the Columbia River Highway in Clatsop and Columbia Counties. This project, Contract No. 5999, is under contract to Kuckenberg Construction Company of Portland.

The original project authorization was $2,176,344.61, and this was increased to $2,698,777.61 on November 20, 1962. The present estimate of cost is $4,038,400, indicating a total overrun of 86 per cent.

The overrun on this contract is due almost entirely to the large cut just westerly of Clatskanie. The Department first attempted to work out an arrangement with the S. P. & S. Railway Company whereby the Company's railroad tracks could be shifted northerly to provide enough room to bypass this area without a substantial cut. Because of the swampy conditions in the area that was proposed for the railroad relocation, the scheme had to be abandoned. It appeared at first that the cut was composed largely of rocky material and would stand on a ¼ to ½:1 slope and it was contemplated to carry traffic through the cut by means of a two-stage construction detour. In the early stages of construction, it was discovered that this material would not stand steeper than 1:1 and in order to excavate the cut, it was necessary to construct an expensive detour over the hill and westerly of the project.

It is realised that this is an excessive overrun but we were faced with no choice. Were we to start afresh today with the knowledge we now have, it would be necessary to remove the cut in the same manner as was done under the contract; therefore, we recommend that you approve the increase in authorization.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ms fn

RECEIVED
APR 16 1964
FOR FILING

2111

Salem, Oregon
April 15, 1964

Mr. Forrest Cooper
State Highway Engineer

OFFICE

This is for your information and is to supplement the data handed to you to support the request for an increase in project authorization on the Westport-Clatskanie job, Contract 5999.

The chief overrun on the project is Extra Work Order No. 9, which on a force account basis flattened the slope in the big cut just west of Clatskanie to approximately 1:1. Some other relatively minor things were also included in Extra Work Order No. 9, but this is the main one. About 448,500 cubic yards have been removed under this work order and, making reasonable allowances for haul and levelling embankments on waste areas, the resident engineer has estimated that the cost is $1.86 per cubic yard. The general excavation price bid on the job was $0.81.

As I had explained before, this is a case of misjudging the type of material at the time the plans were prepared. The only thing we could have done differently would have been to get a competitive bid price on excavation covered by Extra Work Order No. 9 rather than having to resort to a force account procedure. This force account item has been the subject of an intensive investigation by the BPR and as I understand the matter, the Bureau has given the problem an O.K. and feels that the records of charges in general are in order.

Please let me know if you desire anything further.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

FP

FORM E-30 80M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1964

To: Mr. L.P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Overrun of Project Authorization
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Attached is a Report on Expected Overrun of Project Authorization for this project, which is under contract to Kuckenberg Construction Co. of Portland. The original project authorization was $2,176,344.61, which was increased on November 20, 1962, to $2,698,777.61. The present estimate of cost is $4,038,379.32, which is $1,339,601.71 or 49.64% over the previously increased authorization.

The reason for the increase is that the slopes as originally staked would not stand and this required extensive slope stabilization, mostly by Force Account. The additional work is covered by appropriate approved work orders. The grading has been essentially completed on the project, and the rock base and paving remains to be done.

Approval of the needed additinal authorization is recommended. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: L. H. Young

RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

(REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

ELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: April 10, 1964

SECTION: Westport-Clatskanie

SECTION PREFIX: 4-1091

HIGHWAY: Columbia River

COUNTY: Clatsop & Columbia

E OF JOB: Westport-Clatskanie

KIND OF WORK: Grading, Paving, and Rock Production

RACTOR: uckenberg Const. Co., Inc.

CONTRACT NUMBER: 5999

FEDERAL AID PROJECT NUMBER: F221(10)

E OF CONTRACT: October 25, 1961

DATE WORK STARTED: November 9, 1961

ESTIMATED COMPLETION DATE: August 1, 1964

RAGE FORCE ON PROJECT FOR THE WEEK: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 185

WORK DAYS USED: 144

PERCENT OF TIME ELAPSED: 78

ECT AUTHORIZATION: $ 2,698,777.61

ENGINEERING AUTHORIZATION: $ 194,373.52

LUSIVE OF ENGINEERING: $ 2,504,404.09

ENGINEERING COST TO DATE: $ 173,100.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 87

IMATED COST OF COMPLETED JECT, EXCLUSIVE OF INEERING: $ 3,736,842.80

PERCENT OF AUTHORIZATION: 89 %

DATE PROJECT WAS COMPLETED:

IMATED PERCENT: OVERRUN / UNDERRUN + 49.6%

ESTIMATED PERCENT COMPLETE

EARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
95	95	95	-	27	0	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
LES IN PROJECT	8.87	8.87			8.87
LES PARTIALLY COMPLETED	4.87	2.15			0
ES COMPLETED	4.00	0			0
TAL ESTIMATED QUANTITIES (CONTRACT)	849,000 CY	191,800Ton		8,000 CY	33,800 Ton
OTAL QUANTITIES CORRECTED TO DATE	868,000	201,800		8,000	33,800
STIMATED QUANTITIES MOVED OR PLACED TO DATE	828,000	54,010		8,000	0
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED JOHN R. OAKES
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Cloudy		
THURSDAY	Rain		
FRIDAY	Showers		
SATURDAY			

PE B

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

No work this week.

Meeting was held Monday between Contractor, Resident Engineer, Division Engineer and Construction Engineer regarding restarting of work.

David Coffee, Eng'r Aid, started work Monday.

SIGNED Keats Oliver, Resident Engineer

ADDRESS P.O. Box 626, Clatskanie, Oregon 97016

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

4-1091

FORM E-30X--50M--12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1964

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Herewith for your consideration "Report on Expected Over-run of Project Authorization" on the subject project, together with a copy of a letter regarding this from the Resident Engineer.

R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
3 1964

FORM [illegible]-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: March 27, 1964

SECTION: Westport-Clatskanie

SECTION PREFIX: 4-1091

HIGHWAY: Columbia River

COUNTY: Clatsop & Columbia

NAME OF JOB: Westport-Clatskanie

KIND OF WORK: Grading, Paving, and Rock Production

CONTRACTOR: Kuckenberg Construction Co., Inc.

CONTRACT NUMBER: 5999

FEDERAL AID PROJECT NUMBER: F221(10)

DATE OF CONTRACT: October 25, 1961

DATE WORK STARTED: November 9, 1961

ESTIMATED COMPLETION DATE: August 1, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 185

WORK DAYS USED: 144

PERCENT OF TIME ELAPSED: 78

PROJECT AUTHORIZATION: $ 2,698,777.61

ENGINEERING AUTHORIZATION: $ 194,373.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 87

EXCLUSIVE OF ENGINEERING: $ 2,504,404.09

ENGINEERING COST TO DATE: $ 172,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,638,350.27

PERCENT OF AUTHORIZATION: 88 %

ESTIMATED PERCENT: OVERRUN XXXXXX + 44.5 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
95	95	95	-	27	0	180

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.87	8.87			8.87
MILES PARTIALLY COMPLETED	4.87	2.15			0
MILES COMPLETED	4.00	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	849,000 CY	191,800 Ton		8,000 CY	33,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	868,000	201,800		8,000	33,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	828,000	54,010		8,000	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Lt. Rain		
THURSDAY	Cloudy		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1964
☐ AE ☐ ACE ☐ ☑ COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

No work this week.

Three man field party loaned to Res. Eng'r Hall in Astoria three days.

SIGNED Keats Oliver, Resident Engineer

ADDRESS P.O. Box 626 Clatskanie, Oregon 97016

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-30 50M 7-58 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clatskanie
March 23, 1964

SUBJECT: Westport - Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. R. D. Asburry
Division Engineer
Salem

RECEIVED
MAR 25 1964

Herewith five copies of Form E-372, "Report on Expected Over-run of Project Authorization", on the subject project, showing to the best of my knowledge and belief the true picture of finances on this project.

Principle increases in the present estimate of cost against the cost estimated at the time of the last authorization increase on November 20, 1962 are:

EWO#9 -	$930,000.00
EWO#10-	145,000.00
EWO#12-	15,000.00
EWO#13-	67,000.00
SFO#12 thru 19-	27,330.00
SFO#5 -	30,000.00
	$1,214,330.00 plus Eng'ring & Conting. %'s

Keats Oliver
Residant Engineer

RECEIVED
APR 17 1964
FORM K-30X 50M 8-63 49608
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1964

SUBJECT: Request for Grant of Access
Westport-Clatskanie Section
Columbia River Highway

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

Herewith, a request from Mr. Coleman (R/W File 32713) for a road approach and an unrestricted access on the Westport-Clatskanie Section of the Columbia River Highway in the vicinity of Station 370.

The Highway Department is in need of a waste area in which to dispose unsuitable material from the "Coleman Cut". The property owner has signed an agreement on which we will be allowed to waste the material on his property provided that we leave this access road in place when we are through with it and allow him continued use of the access. No other consideration is requested by the property owner for the use of his property for material disposition.

The railroad crossing is required, and the State is in the process of obtaining permission of the SP&S for construction of the crossing and the temporary use thereof. Mr. Coleman will acquire such rights as he may need for his continuing use.

It is the recommendation of this office and approved by Mr. Shaw that this access be granted. This matter has been discussed with Mr. Hossner of the Bureau of Public Roads who has raised no objection.

F. D. Morgan
Construction Engineer

by ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

EAP:dc
Attach.
cc: Lloyd P. Shaw
R. D. Asburry
J. F. Hagemann

RECEIVED
APR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date [illegible], 19 64

Project Name [illegible]

Contract No. [illegible]

Highway [illegible]

Prefix [illegible]-1

County [illegible]

F. A. Project No. [illegible]

Contractor [illegible] Co., Inc.

Order No. [illegible]

Address [illegible]

The following work is hereby classified as "Extra Work" to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

[illegible] potential slide area.
[illegible] logged only, with [illegible] brush to be left in place. [illegible]
[illegible] area north of [illegible] as support for hauling
[illegible] Equipment rental rates to be in accordance with State-A.G.C.
[illegible]
[illegible] has not been scarred.
No heavy equipment to be used outside of slope stakes. Logs to be yarded
[illegible] within the roadbed section.

Location by station numbers:

[illegible] to 570

Estimate of quantities and cost:

Labor	$[illegible],000.00
Equipment Rental	[illegible],000.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This area is an old slide and the timber is potentially dangerous to equipment working under it and to future traffic unless removed. Area is outside of original slopes.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line for use of Salem Office
Project authorization	$2698,777.61	
Present estimate of project cost, including $5,000.00 for work under this order	$4098,379.32	
Expected ~~under-run~~ over-run amount	$1399,[illegible].71	
Expected ~~under-run~~ over-run per cent	49.6	

NOTED
[illegible] P. SHAW

Submitted by: /s/ Keats Oliver
Keats Oliver
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
[illegible] Office Engineer.

State Printing

RECEIVED
APR 13 1964

FOR FILING

5777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1964

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Grant of Access
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Attached is a request from Mr. Coleman (R/W File 32713) for a road approach and unrestricted access on this project. The State needs a waste area on which to dispose of unsuitable material from the "Coleman Cut" near Station 370. The property owner has signed an agreement under which we will be allowed to waste on his property provided we leave the access road in place after we are through using it and allow him continued use of it. No other consideration is requested by the property owner for our disposing of material on his property.

A railroad crossing is required. The State is in the process of obtaining permission from SP&S for construction of the crossing and temporary use of it, and Mr. Coleman will acquire such rights as he may need for his continuing use. The State will construct the road as part of the wasting of unsuitable material.

Approval of the requested access is recommended. This has been discussed with Mr. Hossner of the Bureau of Public Roads who had no objection, so Bureau of Public Roads' approval is expected to be routine.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc W. T. Wright

original To Morgan
with file
cc Wright
4-13-64

Form No. [illegible]

RECEIVED
APR 2

EGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Westport - Clatskanie Date March 23, 1964
Highway Columbia River Contract No. 5999
County Clatsop & Columbia Kind of Work Grade, Pave & Rock Production Contractor Kuckenberg Const. Co., Inc.
Contract Amount $ 1,818,074.10

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 2 - Drainage Exc., Unclass.	4,040	$2.00	$8,080.00+
3 - General Exc., Unclass.	105,000	0.81	85,050.00+
4 - Extra for Sel. Subgrade Mat'l	24,300	0.10	2,430.00+
5 - Short Overhaul	496,000	0.01	4,960.00+
6 - Long Overhaul	56,200	0.40	22,480.00+
58 - Coarse Crushed Mat'l in Base	10,000	1.75	17,500.00+
Minor items, unitemized algebraic total			26,124.80-

Subtotal $ 114,375.20

Approved work orders (Price, extra work and state force orders) $ 1,790,502.93

Expected over-runs and under-runs in work orders:

Major items, itemized:	Amount
SFO #5 - Railroad Planking	41,810.50-
SFO #9 - Railroad Flagging	24,000.00+
PA #1 - Regrade & Reslope Cut	11,000.00+
EWO #3 - Detour	15,303.03+
EWO #6 - Slide removal	5,784.24+
EWO# 7 - Clear & Reslope cuts	14,936.62+
Minor items, unitemized algebraic total	17,041.02+

Subtotal $ 46,254.41

Authorization for engineering $ 194,373.52

pected over-run or under-run of engineering authorization $ 107,163.00

osts not included above (explain) $

Allowance for future contingencies (4½ % of work remaining) $ 34,136.16

redits to come from transfers and deductions **Maintenance rock and railroad flagging to be paid by contractor** $ -66,500.00

Present estimate of project cost $ 4,038,379.32

rief Statement of principal causes of over-run:

roject could not be constructed on planned slopes due to type of material encountered. Most f the rock cuts on this section, when opened up, were found to be composed of degraded rock, alus, and other unstable material. Numerous slides and pop-outs occurred. Corrective measures equire that a major portion of the cut sections be reconstructed to flatter and more stable lopes.

INSTRUCTIONS

A report on this form is to be submitted if and when it ecomes evident that the project cost will exceed the original roject authorization by more than five per cent and again if nd when it becomes evident that the project cost will exceed y more than five per cent a subsequently approved increased roject authorization. Submit five copies to Salem. After having een noted by the Deputy or Assistant State Highway Engineer, ne copy will be sent to the Division Engineer and one copy to e Resident Engineer.

Project authorization	$ 2,698,777.61
Present estimate of project cost	$ 4,038,379.32
Expected over-run (Amount)	$ 1,339,601.71
Expected over-run (per cent)	49.64%

Space to right of this line is for use of Salem office.

ubmitted by: .... Resident Engineer

Noted by: .... Construction or Bridge Engineer

onfirmed by: .... Division Engineer

Noted by: .... Deputy or Assistant State Highway Engineer

tate Printing 52181

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible] FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
MAR 2 - 1964
FOR FILING

[illegible]

5999

February 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999
Project No. F-221(10)

NOTED
LLOYD P. SHAW

Attention: Mr. M. E. Martin

Dear Sir:

Your February 12 letter requested a report of findings of Base Design Study on the subject project.

The section in question lies easterly of Station 489 where the typical section calls for selected subgrade material. As the roadway cut source of this material was opened up, a greater amount of shale type material was encountered than was desirable. It was not possible to completely avoid the mingling of this with the better material placed as select subgrade.

Being aware of this, tests were taken to determine adequacy of the select subgrade as placed. These tests indicated the need for additional base thickness from one to six inches. However, other factors influenced a decision to not be governed entirely by tests.

1. Difficulty of securing truly representative samples from the select material in place.

2. Overall ability of select material to carry construction traffic.

3. Ability of plan depth base rock, without wearing course, to stand up under traffic this past winter (easterly end).

4. Prospect of very unfavorable negotiations for additional base depth primarily because of existing source depletion.

With the above considerations, a "calculated risk" seems warranted wherein the plan depths of surfacing will generally be adhered to under current construction, with depth deficiencies corrected at some later date by overlay. This procedure would also afford an opportunity to correct any distortions due to settlement under traffic.

We trust this meets with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
L. H. Young
R. D. Asburry
F. W. Yarbrough

RECEIVED
FEB 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1964

FOR FILING

February 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 19, Account No. 274 covering the revision of construction identification signs on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5799 in connection with Federal-Aid Project No. F-221(10).

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $30.00 with Federal participation of $18.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
FEB 13 1964

FOR FILING

February 13, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
[illegible] Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are resubmitting herewith for your consideration and approval copies of Order for Extra Work No. 13 - Supplemental, covering additional selected borrow material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5[illegible] in connection with Federal Aid Project No. F-221 10).

The quantities in the fill as indicated on the reverse of the Order have been checked and corrected by our Division Engineer from [illegible],157 cu.yds. to 16,334 cu.yds.

The cut from which the material for the fill, Station 343 00 - 357 50, was intended to be taken is an old slide area, largely organic in nature. The material is to be wasted. This supplement is to cover the overrun of the original order, which was approved by the BPR, August 15, 1963.

The supplement was verbally recommended for approval by the BPR Area Engineer, January 13, 1964. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
FEB 19 1964

FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

February 12, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original [illegible]
G. R. [illegible]
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.208 Salem, Oregon

by: G. R. Brooks
Acting Division Engr.

Oregon Project F-221(10)
Westport-Clatskanie Section of
the Columbia River Highway
Base design

Reference is made to the study currently being performed on the adequacy of the present base design on subject project. The base design in question extends from the vicinity of Woodson to Clatskanie.

We would appreciate receiving a report of your findings and recommendations. It is recommended that this matter be consummated as quickly as possible, for the reason that if additional material is required, negotiations may be concluded with the contractor prior to resumption of work this coming season.

original To Decker
cc Young
2-18-64

NOTED
LLOYD P. SHAW

RECEIVED
FEB 11 1964

FOR FILING

February 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering drop inlets on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This work is necessary to connect roadway culverts to railroad culverts.

The contractor has made a claim for extra costs for construction of this type inlet which has to be larger than the standard inlet specified in the plans.

This claim was verbally approved by the BPR District Engineer February 4, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

RECEIVED
FEB 6 - 1964
FOR FILING

4779

February 5, 1964

Mrs. J. H. Smith
Post Office Box 427
Gearhart, Oregon

Dear Mrs. Smith:

Reference is made to your letter of January 29 concerning the Westport-Clatskanie Section of the Lower Columbia River Highway (US30) and the Oregon Coast Highway.

It is not my desire to quarrel with you but to set the record straight, this project was started on November 9, 1961, which makes the construction period just a little over two years rather than the four years as alleged in your letter. Even so, it has been under construction a considerable period of time but not due to deliberate delays on the part of the contractor or the State, but rather due to enormous slides caused by the unstable hillside through which the highway had to be constructed.

This section of highway, at the present time, is open to traffic on crushed rock surfacing. The hard-surfaced detour is being maintained and opened to traffic so that those so wishing can bypass this section under construction.

You indicate that the Oregon Coast Highway is one of the most neglected highways in Oregon. In a comparison of construction and program expenditures on the 20 most important non-Interstate highways for the years 1951 to June 1965, inclusive, the expenditures on the Oregon Coast Highway amount to $86,852,093. The next highest is The Dalles-California Highway with an expenditure of $21,988,001. The third highest is the Lower Columbia River Highway with an expenditure of $15,189,898. The Mt. Hood Highway is next with $13,925,531, on down to the highway which is 20th on the list with an expenditure of $4,293,972.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb
cc Forrest Cooper
R. L. Porter

REFERRED TO
[illegible]
BY SECRETARY

January 29th,1964

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER

Please answer

Highway Commissioners,
Oregon State Highway Department,
Salem,Oregon.

Gentlemen :

Highway # 30,between Clatskanie and the Clatsop County line,an area of about ten miles,is a disgrace to the state of Oregon. This stretch of road has been under construction for four years or more and it looks as though it might drag on like this for a long time. The Highway Department should put a meter on this road and count the hundreds of patient people who bump over the rocks and squish through the mud each day.Then after reaching their destinations take a sour look at their muddy cars and the dents and cracked windshields made by flying rocks.

The Oregon Coast is one of the most beautiful places in the world and the Oregon Coast Highway the most neglected. A tourist travelling over this section of Highway 30 and parts of Highway 101,would be too busy fighting curves and narrow,bad road beds,to see any of this beauty. No wonder the wise traveler takes Highway # 5 straight through to California and there spend his money on the beaches and motels while our own motels keep their vacancy signs hopefully burning.

Oregon is doing a beautiful job with highway construction and the planting along our freeways are a joy to behold. Our maintenance crews are terrific and get a big salute from me while most of our contractors keep up with their commitments.This makes it doubly discouraging that a short stretch of road such as the one out of Clatskanie,should be allowed to stagnate. The people down here are awfully mad and it is time for the Highway Department to take a trip from Portland to Otis Junction and give this coast road a good look especially ~~the~~ this ten mile stretch. May we please have this road completed in the very near future.

Thanking you and with kindest regards,I am

Sincerely yours

Mrs J. H. Smith

Mrs.J.H.Smith
P.O.Box 427
Gearhart,Oregon.

MJS

RECEIVED
JAN 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1964

To:

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

SUBJECT: Kuckenberg's Claim for Railroad Flagging
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

We have received a letter from our Legal Division to which is attached an opinion dated July 6, 1962 in which Kuckenberg's claim for railroad flagging on this project is denied. A copy of this opinion is in your files. We are advised that this opinion is still valid and that Kuckenberg should not be paid for railroad flagging costs while he was on Extra Work Order.

This denial of the claim brings up the interesting possibility that we will be sued for this cost, and the possible result of such a suit could be that we will be required to pay not only the flagging costs while working on various Extra Work Orders, but all subsequent costs as well. The opinion is based on our General Specification 1.9.7 which states in effect that all costs not included in the labor, labor additives, equipment and materials will be covered by the 15 per cent surcharge.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:fp
cc Lloyd Shaw

RECEIVED
JAN 29 1964

FOR FILING

January 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10-Supplemental Revised, covering additional pit run quarry rock as selected subgrade material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

This supplemental order is necessary to cover the overrun of selected subgrade material needed to complete the construction. The original order was approved by the BPR August 8, 1963.

This supplemental order was verbally recommended for approval by the BPR Area Engineer January 23, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
JAN 16 1964

FOR FILING

January 15, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 - Supplemental, covering additional selected borrow material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

It is necessary to backfill with granular material between Stations 365-378 to stabilize this area. The unsuitable material in this area was excavated under Order for Extra Work No. 12. The original order was approved by the BPR August 15, 1963.

This work was verbally recommended for approval by the BPR Area Engineer January 13, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

RECEIVED
JAN 16 1964

FOR FILING

January 15, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10-Supplemental covering additional pit run quarry rock as selected subgrade material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

Suitable subgrade material is not available in the roadbed cuts as originally set up in the Special Provisions. It is necessary to place additional pit run material to complete the construction.

The original order was approved by the BPR August 8, 1963.

This additional work was verbally recommended for approval by the BPR Area Engineer January 13, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Supplement No. 3, Extra Work Order No. 9
Westport-Clatskanie Section
Columbia River Highway
Project No. F-221(10)

Dear Sir:

To supplement the information included with our submission of the supplemental Order for Extra Work on January 9, we are attaching a copy of a letter from Mr. Oliver, our resident engineer.

The entire amount of the $123,000 mentioned in the fourth paragraph of Mr. Oliver's letter was not spent in shooting and dozing the "swap" material as might possibly be inferred. This money included the shooting and dozing required to bring down the slopes to a level comparable to that of the originally staked sections, but in addition to this included a considerable amount of scaling on the slopes, clean up of material on the railroad right of way and the leveling of the waste area north of the railroad so that ponding of water would not occur.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc Lloyd Shaw
L. H. Young
R. D. Asburry

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REC[illegible]
DEC 1[illegible] 1963

Clatskanie, Oregon
December 17, 1963

SUBJECT: 4-1091
Overrun Extra Work Order #9
Westport - Clatskanie Section
Columbia River Highway

To:

Mr. R. D. Asburry
Division Engineer
Salem

Enclosed herewith is Supplemental Order Number 3 to Extra Work Order Number 9, subject project.

It is now anticipated that the total cost of E.W.O. #9 will be approximately $1,080,000.00, necessitating a supplemental increase of $230,000.00 to complete the work.

The additional cost involved is due mainly to unanticipated and unforeseen items. At the time supplement #2 was submitted it was estimated that cleanup of winter slides in the Woodson cut, Kerry cut and Coleman cut could be done at a cost of approximately $50,000.00. Final cost of this work was approximately $96,000.00 due to larger quantities and higher unit cost than anticipated in the Coleman cut. All other work anticipated at the time Suppl. #2 was submitted was done for approx. $832,000.00 which is very close to the estimated cost of $800,000.00.

At the time EWO#9 was started there was approx. 110,000 Cu. Yds. of contract material left between stations 734 - 751. During the course of work on EWO#9 it became necessary to move a large portion of this material in order to keep working and keep mud off the SP&S tracks. Subsequent agreement with the contractor was made to leave, as close as practical, an equal amount of material (±110,000 Yds.) for him to move at unit prices since that amount was necessary to complete the project. The contract material left when EWO#9 started was mainly shot to grade and was situated such that the contractor could move it in one lift with his shovel, therefore - in all fairness - we had to drill and shoot the material we were leaving for him at the end of EWO#9 and doze it down to where he could reach it from grade with his shovel. This work which cost an estimated $123,000.00± was not anticipated at the time Suppl. #2 was submitted.

The other cost item not anticipated in Suppl. #2 was the excavation of a moat section and leveling work adjacent to the railroad tracks in our waste area. Cost of this item is estimated at approximately $27,000.00.

Keats Oliver

Keats Oliver
Resident Engineer

encl.

RECEIVED
JAN 10 1964
[illegible]

January 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 - Supplemental No. 3 covering removal of unstable material and reconstruction of slopes on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

Additional work is necessary to complete the removal of loose slide material encountered in cuts. The original order covering this work was approved by the BPR October 26, 1962, Supplement No. 1, January 24, 1963 and Supplement No. 2, June 4, 1963.

It is anticipated that this additional amount will complete the work.

This additional work was verbally recommended for approval by the BPR Area Engineer, January 2, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
DEC 27 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1963

To:

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Your December 20 letter recommended reimbursement to the contractor for costs incurred by him in acquiring disposal areas.

We concur in this recommendation. However, the bill, as submitted by the contractor to represent this cost, has very little which can, at first glance, be associated with acquiring the disposal area. A thorough investigation of actual costs should be made as you have suggested, after which submission for approval and payment can be made.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw

RECEIVED
DEC 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

4-1091

FORM E-30X 50M 3-63 46606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1963

To:

Mr. F. D. Morgan
Construction Engineer
Department

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

December 19 a meeting was held in the Division Office with the contractor's superintendent and engineer on the subject project regarding certain aspects of this project.

They brought up the subject of railroad flagging and had compiled some data regarding it. I told them to give this data to the Resident Engineer, as he was preparing a report regarding this matter and could use the data in his report.

They also presented a bill in the amount of $2,750.80 (see attached copy) of costs incurred in acquiring disposal areas on the subject project. It is my feeling that it was the duty of the Highway Department to acquire these disposal areas and at first we were attempting to do so, but, as you know, we can not hurry these kinds of transactions so the contractor took it upon himself to acquire these disposal areas and made them available to us.

In view of this, it is my recommendation that the contractor be reimbursed for his costs in acquiring these areas. If you agree with this recommendation, I will pursue the matter further to ascertain more correctly the costs. I do not believe the attached bill is a just or correct billing. It would have to be thoroughly investigated, with documentary data being submitted confirming it.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Keats Oliver

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALpine 3-7533

PORTLAND 20, OREGON

Sold To Oregon State Highway Dept.
Clatskanie, Oregon

DATE December 6, 1963

SHIP TO

YOUR NUMBER

TERMS: Net Cash

OUR ORDER

Waste area, property and easement acquisition costs.

Name	Date	Engr. @ $8.00 hr.	Office Clerk	Research Phone, duplicates
Ralph Kleger	11/17/61	$ 32.00	$ 15.00	$ 5.00
Arthur Silva	11/17/61	36.00	15.00	5.00
Zita Clifford	11/24/61	32.00	15.00	8.00
Gary A. Johnson	12/15/61	32.00	20.00	5.00
Shelton Drennan	12/15/61	40.00	20.00	7.50
James Luxford(1)	2/15/62	32.00	15.00	5.00
James Luxford(2)	5/14/62	24.00	10.00	5.00
Kent Magruder(1)	8/23/62	40.00	15.00	7.50
Laurence Di Schino	1/2 /63	64.00	30.00	20.00
Kent Magruder(2)	2/18/63	40.00	15.00	5.00
Louie Eaker	2/18/63	32.00	20.00	7.50
Donald Johnson	2/22/63	32.00	20.00	5.00
V.K.Tichenor(Mrs.)	2/18/63	64.00	30.00	12.00
A.N. Anderson	3/14/63	48.00	25.00	8.00
John Mc Intire	3/19/63	24.00	15.00	7.50
Ernest Coleman	6/5 /63	32.00	15.00	5.00
Jack Luotto	6/20/63	32.00	15.00	5.00
Dick Richards	8/1 /63	48.00	15.00	5.00
Ernest Wilson	8/15/63	32.00	20.00	5.00
		$ 716.00	$ 345.00	$ 131.00

Engineering	$ 716.00
Office Clerk	345.00
Pro-rate legal consulting	1200.00
Research, Mislc. costs	131.00
Total Amount	$ 2392.00
Plus Contractor's All. 15%	358.80
TOTAL AOUNT DUE	$ 2750.80

RECEIVED
NOV 13 1963

FOR FILING

4-1091

5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway

To:

Memo to Files

Yesterday morning Assistant Construction Engineer G. L. Decker and I secured Deputy State Highway Engineer R. L. Porter's approval to allow traffic to run on the bottom course of base on the easterly 2 miles of the Westport-Clatskanie Section, providing it was properly maintained and 3/4-0" is added as necessary.

He however wanted Mr. Steele to be aware of the plan and that some complaint might be received, but that we would do everything to make this section as safe as possible. For this purpose he had Vic Wolfe call Mr. Steele. Mr. Steele was not in favor of the plan and added two further complaints: (1) there was a mud hole on the easterly end that needed correcting and (2) that there were chuckholes near Coleman Ranch.

I was instructed to investigate the above two complaints, but before this could be done it was decided to have Decker make a personal inspection which he and I did last evening. The section crew had just bladed this section to eliminate potholes and traffic ruts. This has caused more than the normal amount of loose material on the surface. It was therefore decided to place 1/3 of the specified top course of the base. Most of this will be on before opening this section to traffic today at 3:00 P.M. The mud hole which Mr. Steele had complained about turned out to be the water trapped on the highway surface in Clatskanie which was corrected several weeks ago. The chuckholes at Coleman Ranch and at other locations that are logical to be patched with pre-mix will be patched by the section crew today. All other areas where the paved surface has been lost will have rock added by the contractor before the end of the week.

[illegible] Asburry
Division Engineer
By:

Gerald [illegible] Wiser
Assistant Division Engineer

[illegible]:jc
cc: Mr. F. [illegible] Morgan
Mr. Victor D. Wolfe
Mr. Keats Oliver

NOTED
VICTOR D. WOLFE

NOV 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 1 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5999 —

4-1091

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 30, 1963

Kuckenberg Construction Co., Inc.
General Contractors
P. O. Box 7407
Portland 20, Oregon

Subject: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Attention: Mr. L. W. Kuckenberg

Gentlemen:

Received your letter of October 25, 1963, asking for an Extra Work Order covering some excavating work between Stations 365+00 and 379+80 on the subject project, said excavating work being partly within the roadbed section and partly sub-excavating work.

The thinking of this office regarding this matter has not changed since our last communication with you. Please reread our letter to you dated October 7, 1963, regarding this matter.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. Keats Oliver

RECEIVED
OCT 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

October 7, 1963

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 20, Oregon

Subject: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Attention: Mr. L. W. Kuckenberg

Gentlemen:

Received your letter of October 3, 1963, addressed to Mr. Keats Oliver, Resident Engineer, requesting an Extra Work Order and number covering work referred to in your letter of August 13, 1963.

In your letter of August 13 you requested an Order for Extra Work to cover "alterations in Details of Construction at the approximate locations: Sta. 337+00 to 345+35, and Sta. 365+00 to 379+80." All extra work performed from Station 337+00 to 345+35 I am sure is covered by Extra Work Orders Nos. 10, 12 and 13. Also, Order for Extra Work No. 10 covers the placing of the quarry rock in the sub-excavated area from Station 365+00 to 379+80.

The only other work in this area which might be classed as extra work is the sub-excavating of the material below subgrade through the Coleman cut. If an Extra Work Order is allowed for this work, it is impossible at this time and has been in the past, to prepare and supervise extra work for this sub-excavation work due to the fact that it is being taken out at the same time that some of the material above subgrade is being excavated. The material above subgrade is definitely the contractor's to be taken out at bid prices. As these two materials are being taken out under the same operation, we could not segregate the costs of one from the other. Constant inspection is being maintained of this work to determine the cost of the excavation of the subgrade material. Should an adjustment be made on this material, it will have to be made after the work is completed when the cost of doing the work can be ascertained.

Very truly yours,

R. D. Asburry
Division Engineer

NOTED
GERALD WIMER

RDA:AM
cc Mr. F. D. Morgan
Mr. Keats Oliver

4-1091

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. Keats Oliver
Resident Engineer
Oregon State Highway Department
Box 626
Clatskanie, Oregon

This letter is to confirm our conversation of October 25th regarding the surfacing on which to carry the traffic over the uncompleted portions of the subject project during the coming winter.

On the sections where traffic is to be placed on the new construction, we will not place this fall any binder or oil mat nor place the 3/4" minus leveling course. Traffic is to be routed over these sections as soon as the bottom course of base is completed. It will be up to the maintenance forces to maintain this during the winter. Will you, therefore, prepare a State Force Order covering the maintaining of these sections during the coming winter.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. R. M. Smith

NOTED
LLOYD P. SHAW

cc - Shaw -

[illegible] 30 1963

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[illegible] 1963

FIL

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

October 25, 1963

Oregon State Highway Department
Salem 10 Oregon

Attention: Mr. R. D. Asburry
Division Engineer

Subject: Westport Clatskanie Section
Columbia River Highway
Contract No. 5999

Gentlemen:

Received your letter of October 7, 1963.

We are still requesting a E W O to cover "Alterations in Details of Construction" in accordance with the contract for the following reasons.

At the State's request we are excavating the entire cut from approx. Sta 365/00 to 379/80, with the exception of a few yards, and wasting the material at locations designated by the State.

Then we are hauling material from a borrow pit some two or three miles from the limits of the project to make the fills that on the plans showed being made from material coming from approx. Sta. 365/00 to 379/80.

Our bid was based on taking this material out with rubber tired scrapers and placing in fills as shown on plans. We are now taking out all of this material with a dragline loading same into hauling units and wasting material at your direction which is a much costlier operation and should be compensated for as a extra pay item.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

L. W. Kuckenberg, Secretary-Treasurer.

LWK:gl
cc: Keats Oliver
F. D. Morgan
Forrest Cooper
Job Office

[illegible]

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

4441

Agenda
3-d
10-10-63

October 17, 1963

Mr. A. N. Anderson
Clatskanie
Oregon

Dear Sir:

Previously you had called to the attention of Mr. R. D. Asburry, Division Engineer, damage to timber on your property due to the operations of heavy equipment in the slide area west of Clatskanie.

The claim in the amount of $40.00 was approved by our Engineer and was presented to the Highway Commission at its meeting on October 10. The Commission also approved payment of the claim and a check will be forwarded to you in the near future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Lloyd P. Shaw
Victor Wolfe
F. D. Morgan
R. D. Asburry
C. L. Maison (4 copies of invoice attached)

FQ:fp

FORM E-30 50M 3-63 69807

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Claim by A. N. Andersen, Clatskanie, Oregon, in the amount of $40.00 for damage to timber is attached along with a copy of explanation letter from Ray Asburry.

Similar claims in the amount of $255.00 in favor of Bergman Bros. and $25.00 in favor of a Mr. Simmons have been approved on previous occasions.

We recommend this $40.00 claim by Andersen be honored and payment made.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:fp

Enc.

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 50M 2-60 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker, Assistant Construction Engineer

Herewith for your consideration a bill in the amount of $40.00 for the purpose of settling a claim presented by A. N. Anderson arising from damages to their property by the contractor in getting access to and from the slide area.

This damage was done while the contractor was working on an Extra Work Order so it is the opinion of this office we are responsible for said damage and recommend that it be paid.

As you may remember, we have had some other similar claims of damage done at the same time and under similar conditions. To the best of our knowledge this is the final outstanding claim arising from this work.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:jc
Enc.

Form A-4[illegible]

Date August 7, 1963 Invoice No. P. O. No. State Printing 22126	Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT by Mr. A. N. Anderson Clatskanie, Oregon	This Space for Use of Accounting Division

Damage to private property, owned by the undersigned, in the W½, NW¼, NE¼ of
Section 7, Township 7 North, Range [illegible] West, W.M., damage occured while Contractor
for the Westport - Clatskanie section of the Columbia River highway was traveling
and moving equipment to and from remote slide area for the purpose of slide
removal.

Damage to timber, 2,000 board feet @ $20.00 per 1,000..............$40.00

Signed A. N. Anderson
A. N. Anderson

[illegible]

RECEIVED
OCT 1 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

September 24, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.5 A. W. Parsons, Division Engineer
Salem, Oregon

Review of Contractor's Records
Oregon Project F-221(10)
Westport-Clatskanie Section, Columbia River Highway
State Highway Contract No. 5999
Your letter, August 2, 1963

Your action in performing a review of the contractor's field records in connection with the force account work on this project is most gratifying.

Although the review disclosed an overpayment on payroll additives, this has significance only for the reason that the force account work has reached a substantial amount on this project and is the exception rather than the rule. Of more significance to us is that the review substantiates the excellent controls on this project exercised by your field personnel on force account work as it relates to labor, and equipment rental.

We assume that you will take action to recover the overpayment of $3,062.00 on payroll additives as disclosed by the review. Our participation in the force account work involved will be based on the reduction for the overpayment.

original to Young
10-1-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Sept. 17, 1963

Mr. Robert A. Stoeck
10704 - 57th South
Seattle, Washington 98178

Re: Vehicle Damage Claim
August 13, 1963
Kuckenberg Construction Co.

Dear Mr. Stoeck:

This will acknowledge receipt of your letter dated September 13, 1963, advising of your claim against Kuckenberg Construction Co., in connection with a highway project near Clatskanie, Oregon.

Upon receipt of your letter, we contacted Employers Mutual Liability Insurance Co., 2024 Lloyd Center, Portland, Oregon, and they acknowledged that they had received your claim and that they would be contacting you within the next few days.

This office has no direct knowledge of this incident, and we do not deem it appropriate to express any opinion as to the merits of your claim. Thank you for advising us of this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: Mr. Floyd Query
Kuckenberg Construction Co.
11104 N. E. Holman St., Portland 20
Employers Mutual Liability Insurance
2024 Lloyd Center, Portland
L. I. Lindas

NOTED
FLOYD QUERY

Sept 13

Dear Sir:

A month ago today damage to my muffler, tail pipe & automatic oil pan was reported at the Kuckenberg Construction Company office at Clatskanie, Oregon.

I wrote to the Employers Liability Company at Lloyd Center & to date I have had no word concerning settlement.

Highway 30 was under construction & I was the lead car. The flag man told me to "come on" & my car leveled the dirt work that should have been done by a grader causing the damage.

I was informed that your office wants to know about claims that are not satisfied.

I have a 60 Mercury 4 door hardtop License ABG 874.

Will you please investigate & give me your decision?

Sincerely

Robert A. Stoeck
10704 57th S.
Seattle, Washington
98178

RECEIVED
SEP 16 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1963

FOR FILING

[illegible]

September 13, 1963

Oregon State Highway Commission

Gentlemen:

A request for payment of loss through damage due to operation of our contractor on the Westport-Clatskanie Section of the Columbia River Highway has been presented by Mr. A. E. Anderson of Clatskanie.

The damage consists of loss of 2000 board feet of timber and resulted from moving heavy equipment into the large slide area west of Clatskanie. The claim, in the amount of $40, has been investigated by the Division Engineer and bears his approval.

The contractor was working on a force-account basis and, to gain access to the slide area, it was necessary to route his equipment over part of the Anderson property. Since this was done under the engineer's control and directions, it is proper that the State bear the cost of the damage claim. Your approval is requested.

This matter will appear on the agenda for the October 10 Commission meeting.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

LPS:bbc

RECEIVED
SEP 11 1963
FOR FILING

5999

September 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering removal of unsuitable material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

It is necessary to excavate below grade elevation to remove unsuitable material. The area will be backfilled with suitable borrow material.

This work was verbally recommended for approval by the BPR Area Engineer August 15, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBF:ea

RECEIVED
SEP 11 1963

FOR FILING

5999

September 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13, covering selected borrow material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221-(10).

It is necessary to backfill with granular material the area excavated below grade, under Extra Work No. 12.

This work was verbally recommended for approval by the BPR Area Engineer August 15, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
D[illegible]:o

RECEIVED
OCT 9 1963
FOR FILING

[illegible]

4444

agenda
3 f
8-29-63

September 6, 1963

Ms. Lucille Simmons
Clatskanie
Oregon

Dear Ms. Simmons:

At its meeting on August 29, 1963, the State Highway Commission considered and approved payment of your claim for $25.00 in full settlement for damages to your property during construction of the connecting road from Palm Hill Detour to Highway 47.

Your invoice for $25.00 is being forwarded to the Accounting Division for payment and a check will be mailed to you in the near future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Lloyd P. Shaw
Victor Wolfe
C. H. Maison
F. D. Morgan
  Attn.: E. A. Pease

FQ:fp

FORM E-30 50M 5-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1963

SUBJECT: Westport-Clatskanie
Columbia River Highway
Contract: 5999

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

On June 21, Mr. Putnam referred to you an invoice in the amount of $25.00 for damage done to some trees on the Lucille Simmons property on the above mentioned section. This damage was caused by an improvement of the intersection of the Palm Hill Detour with Highway 47.

You approved this bill on June 28 and forwarded to the Accounting Division, but they have now advised that this must be approved by the Highway Commission before they can make payment.

Will you kindly arrange to have this presented to the Commission at their next meeting.

F. D. Morgan
Construction Engineer

by Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

Attach.

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

rm A-65x—2M—6-58

Invoice for Service Rendered or Goods Furnished the
GON STATE HIGHWAY DEPARTMENT

by

Lucille Simmons

Clatskanie, Oregon

This Space for Salem Office Only—Do Not Use

Date April 29, 1963

Invoice No.

P. O. No.

Printing 95632

Damage to two apple and several small alder trees located on the Lucille Simmon's property. Said trees were destroyed during construction of the connecting road from Palm Hill Detour, U.S. Highway 30 to Highway 47. It is understood and agreed that payment of this claim will be settlement in full for any and all damages to the property of the undersigned caused by the State Highway Department and its Contractors.

Amount = $ 25.00

Lucille Simmons

APPROVED

Resident Engineer

Approved 6-28-63

Ass[illegible]ATE HWY. ENGR.

ASST. [illegible]

Form A-65[illegible]

Invoice for Service Rendered or Goods Furnished the
GON STATE HIGHWAY DEPARTMENT
by

Lucille Simmons

Clatskanie, Oregon

This Space for Salem Office Only—Do Not Use

Date April 29, 1963

Invoice No.

P. O. No.

State Printing 95632

Damage to two apple and several small alder trees located on the Lucille Simmon's property. Said trees were destroyed during construction of the connecting road from Palm Hill Detour, U.S. Highway 30 to Highway 47. It is understood and agreed that payment of this claim will be settlement in full for any and all damages to the property of the undersigned caused by the State Highway Department and its Contractors.

Amount = $ 25.00

Lucille Simmons

INVOICE	BY	DATE
MATCHED		
COMPARED		
PRICE CHECK		
EXT. CHECK		
COST DIST.		
SEGREGATED		

APPROVED

E J Hall

Resident Engineer

ECEIVED
1963

FORM 2-30 50M 8-62 43908

OR FILING

999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1963

SUBJECT:

To: MEMO TO THE FILE

Mr. Asburry has left in my possession a proposed draft of a letter to Art Steele, Editor, Clatskanie Chief.

The gist of the draft was that proposals by local people to double-shift the Westport-Clatskanie Section of the Columbia River Highway could not be done under our usual contractual arrangements. Mr. Asburry made it plain that Mr. Steele felt there would be a large delegation in attendance at some future Highway Commission meeting protesting the rate of progress on this project.

I took this up with Mr. Cooper, who indicated that protests of this sort were within the rights of the people concerned and the contact with Mr. Steele in an effort to change local thinking in this matter was not to be made.

I advised Mr. Asburry of Mr. Cooper's wishes, and I am canceling the proposed rough draft.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. D. Asburry
F. D. Morgan

ROUGH DRAFT

September 2, 1963

Cancelled Steen 9-4

Mr. Art Steele
Editor
Clatskanie Chief
Clatskanie, Oregon

Dear Sir:

The time of completion of the Westport Clatskanie Section of the Columbia River Highway, I am sure, has been a question of great concern with the people in the Clatskanie area. It is quite apparent that the project will not be completed in its entirety this year. The State Highway Department is quite confident that the grading and rock surfacing will be completed from Clatskanie to the Midland Road this season so that traffic will not have to traverse the Palm Hill or "Burma Road" detour this winter. The grading from Midland Rd. to Westport should be completed this season, but the surfacing work will not, so traffic will be diverted back to the existing highway at Midland Road until some time next year.

Rumors have reached this office that the State Highway Department will not permit the contractor to work a double shift to expedite the completion of this project. This rumor is not true. The local Resident Engineer in charge of the job has proposed this double shift to the contractor several times but the contractor has elected to operate only on a one-shift basis. The State Highway Department does not assume the responsibility of directing the contractor's operations. This is the contractor's own responsibility. When a project ~~is let~~ awarded it is let on a time basis and it is the contractor's responsibility to see that

Sept. or [illegible].
should be done [illegible] month.
Rock plus possibly a binder coat.

the contract is completed within that time. We, therefor, assume no right to ~~tell~~ order the contractor to work or not work a double shift.

We recognize the inconvenience this has caused the people in this vicinity as well as the tourists for the delay in the completion of this project, but hope that the final product will be full compensation for this inconvenience.

cc Morgan
Asburry
Oliver

RECEIVED
AUG 26 1963

FOR FILING

59

August 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10, covering pit run quarry rock as selected subgrade material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

Suitable subgrade material is not available in roadbed cuts as originally setup in the special provisions. The contractor was asked for a price agreement to cover this work but his price was determined to be too high.

This work was verbally recommended for approval by the BPR Area Engineer August 8, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
Copies

RECEIVED
AUG 22 1963
FOR FILING

5919

August 21, 1963

Mrs. Edna M. Johnson
Route 2, Box 4
Clatskanie, Oregon

Dear Mrs. Johnson:

Reference is made to your letter of August 2 in which you make a complaint regarding cracked plaster in your home due to blasting on the Westport-Clatskanie Section of the Columbia River Highway.

We have contacted our field personnel, and it is our understanding that you have been interviewed by Mr. Oliver, Resident Engineer on this project; also, that you were advised by Mr. Oliver to write to the contractor explaining the details of your claim. The contracting firm is Kuckenberg Construction Company, whose address is 11104 Northeast Holman, Portland.

While not definitely stated in your letter, I feel that you have not contacted the contractor formally in this regard and that you should do so in order to activate your claim with him. If you fail to receive a reply to a communication of this type, please advise this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. D. Morgan
R. D. Asburry
Keats Oliver

ASSIGNED TO [illegible] Date [illegible]
By ______ No. ______
Letter From [illegible]
Dated [illegible]
Has Been Acknowledged By ______

RE: [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

[illegible]

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1963
NOTED ☒ CE ☐ ACE ☐ ACE ☐ ☐ COE

PLEASE RETURN TO
LLOYD P. SHAW

Report Received ______ Completed 8-15-63
To Commission ______ Agreement ______
File Closed ______

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

PLEASE RETURN
LLOYD P. SHAW

Clatskanie Ore.
Aug 2. 1963

Oregon State Highway Dept
Salem Ore.

Dear Sir
I haven't heard a word concerning the cracked plaster in my house from the blasting
I mentioned to one of the men about it. I lost the card so dont know his name.
I should be entitled to the damages.

Yours Truly
Mrs. Edna M Johnson
Clatskanie Ore.
Rte 2 Bx 6

RECEIVED
AUG - 5 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
AUG 22 1963

FOR FILING
[illegible] (10)
5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1963

To: **MEMO TO THE FILES**

SUBJECT: **Westport-Clatskanie Section**
Columbia River Highway
Contract No. 5999

At the request of the contractor an inspection of the grading operations on the above project was made on August 15, 1963. Taking part in the inspection were the following:

NOTED
LLOYD P. SHAW

FOR CONTRACTOR	FOR B.P.R.	FOR HIGHWAY DEPT.
Henry Kuckenberg	Marvin E. Martin	Ray Asburry
Larry Kuckenberg	Glenn Hossner	Keats Oliver
Hal Fackler	Ray Swegler	G. L. Decker

The contractor, during a meeting in the Construction Engineer's office on August 13, contended that "changed conditions" existed at several locations due to excess moisture.

The cut at the very beginning of the job (Westport cut) had been brought to subgrade roughly. Water table was a matter of inches below this subgrade elevation, and water was standing in wheel ruts. It was decided sub-excavation to an unknown depth was necessary in this cut, and the work should be done by force account.

A similar condition was found in the Coombs cut (Stations 532 to 535) where construction equipment mired down at subgrade elevation. Sub-excavation, to a depth of approximately 3 feet was decided upon at this location. This work would also be by force account.

At the Coleman cut (Stations 365 to 377), excavation had reached the Stage I elevation (approximate old road elevation). At this point a shale layer had been encountered, which, by carrying water on top and through itself was creating a very wet condition. The contractor claimed this as a "changed condition".

He was advised to the contrary. When subgrade is reached in this cut a decision will be made on the need to go deeper. The possibility of raising the grade through this cut was considered and abandoned after examination of the cross-sections.

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: L. P. Shaw
A. W. Parsons
R. D. Asburry

RECEIVED
AUG [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1963
FOR FILING

August 14, 1963

Oregon State Highway Commission

Gentlemen:

During the construction of the Westport-Clatskanie Section of the Columbia River Highway under Contract No. 5999, an extremely large landslide made necessary the establishment of a detour known as the Palm Hill Detour, which utilized a portion of Highway 47 to carry traffic around the slide area.

During construction of the detour, damage was suffered by two apple trees and several small alder trees on the property of Lucille Simmons of Clatskanie. Miss Simmons has presented a claim in the amount of $25 to constitute settlement in full for all damage sustained during the detour construction. This claim has been examined by our field personnel and is regarded as just.

This matter will be on the agenda for the August 29 Commission meeting, and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 5 - 1963

FOR FILING

5999

August 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project F-221 (10)
Westport-Clatskanie Section of
the Columbia River Highway
State Highway Contract No. 5999

Dear Sir:

We have performed an on-site review of the field records pertaining to the subject contract as suggested by your personnel after the inspection-in-depth last January. Due to the volume of records involved, this review was made on a test basis only.

Labor: The daily time slips for November 1961; February 1962; and July 1962 were compared to the bills. With minor discrepancies, the daily time slips supported the amounts claimed by the company. Discrepancies resulted from the reduction in time allowed by the engineering staff of our Department. Force account billings for labor were prepared from copies of Daily Extra Work Order Records (Form E-428) submitted by our inspectors. The source documents, (employees' daily time slips), were not changed to agree with the daily reports, (E-428).

Equipment: Equipment use is recorded on company daily time slips. Equipment charges for the month of February were compared to the billings. The time recorded by the employees was greater than the time allowed by our inspectors.

Foreman's Salary: The foremen are weekly salaried employees receiving $200 per week. The billings have included a charge of $5.00 per hour for time worked by the foremen which resulted in the State rendering payment in excess of the amount paid by the company in some instances. The opposite condition also occurred wherein foremen received a full week's pay from the contractor for working a partial week. The company also claims that additional cost should be allowed for vacations paid to foremen, but we have not concurred, as the records examined do not substantiate a consistent practice in regard to paid vacations.

Payroll Additives: The field copies of the company's payrolls were examined for the year 1962 to determine if the amount claimed was in excess of the actual cost. The computation of Social Security, based on $4,800 a year, and Unemployment Compensation Insurance, based on $3,800 a year, on the total salary resulted in an overpayment of $3,062 in the year 1962. This amount represents only the labor performed on the subject contract. The exact amount cannot be determined without a complete detailed review of the company's records as they pertain to all work during the year 1962.

Summary: The control exercised by our field personnel in regard to labor and equipment rental is excellent. Daily reports are completed by the inspectors, reviewed and signed by the company's representative daily.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison

(Accounting)cg bbc

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 24, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section of the
Columbia River Highway
State on-site audit of contractor's monthly
force account billing & supporting data

It was suggested, as a result of our January inspection-in-depth, that the State perform an on-site audit of the contractor's basic records supporting monthly billings for force account work on subject project. It is our understanding that such an audit has been performed and some discrepancies were uncovered.

This office is highly interested in the findings of the audit. It would be appreciated if these findings were made available to this office upon completion of your review.

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 8 1963

FOR FILING

5999

3 f

July 25, 1963

Messrs. Arthur and Adolph Bergman
Clatskanie, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 18 considered your claim, in the amount of $255, arising from damages to your property by Kuckenberg Construction Company, Contract No. 5999, while working on the Westport-Clatskanie Section of the Columbia River Highway.

Your claim was approved, and the invoice has been forwarded to the Accounting Division for payment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: R. L. Porter
V. D. Wolfe
Lloyd Shaw
F. D. Morgan
C. H. Maison

FORM E-123X 50M 2-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

AGENDA
JUL 1 8 1963

*3 j

July 12, 1963

Oregon State Highway Commission

([illegible]
[illegible])

[illegible]

Gentlemen:

We have received a claim in the amount of $255 for damages sustained by the Bergman Brothers as a result of work performed by Kuckenberg Construction Company on the Westport-Clatskanie Section of the Columbia River Highway.

This damage occurred as a result of work in connection with required slide correction measures. The location of the necessary work was such that the contractor had to cross private property to reach it. All of the work was accomplished under Force Account measures. Investigation indicates that the claim is just.

Your approval for payment of this claim is requested.

This matter will be on the agenda for the July 16 meeting.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

cc Floyd Query ✓
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

Invoice for $255 to Maison via Pease 7-24

NOTED
FLOYD QUERY

FORM E-30 20M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1963

SUBJECT: Bergman Brothers Claim
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached are letters from R. D. Asburry, Division Engineer, and E. J. Hall, Resident Engineer, in support of the Invoice from Adolph and Arthur Bergman for damages sustained as a result of necessary slide repair work on the subject contract.

The damage occurred as a result of the work performed under Extra Work Order No. 9. The location of the repair work was such that the only access to the area was through the Bergman property.

We recommend that this claim be paid. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjh
Attachments

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 8M 3-60 49609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

Herewith for your consideration a bill in the amount of $255 for the purpose of settling a claim presented by the Bergman Brothers arising from damages to their property by the contractor in getting access to and from the slide area.

This damage was done while the contractor was working on Extra Work Order so it is the opinion of this office that we are responsible for said damage and recommend that it be paid. Attached is a copy of a letter from the Resident Engineer further explaining the circumstances surrounding this claim. If you concur with the thinking of this office in the payment of this claim, will you please have the necessary papers prepared so that this claim can be presented to the Commission at its next meeting.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
JUL 3 1963
NOTED- ☐ CE ☐ ACE ☐ [illegible] - ☐

FORM E-30X—50M—6-61—38652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
June 25, 1963

SUBJECT: 4-1091
Damage Claim, Bergman Brothers
Extra Work Order # 9
Westport - Clatskanie Section
Lower Columbia River Highway

RECEIVED
1963

To:

Mr. R. D. Asburry
Division Engineer
Salem

To remove the unstable material at the top of the cut between Station 736 - 750, it was necessary for the Contractor to travel to and from the area over private roads. A complete explanation of the use of these roads is contained in the writers letter to R. D. Asbu ry, May 2, 1963.

It was the Contractor's custom to walk the dozers out of the cut at the end of each shift, to refuel them and to prevent them being damaged in the event the cut slid in during the night. During the heavy rains the Contractor had great difficulty in getting from the cut to the logging roads so that he could contact his service truck. The mud would become several feet deep on his route and it would be necessary to pioneer a new route to get in and out. In doing this damage occurred to the Bergman brothers property. However, it was necessary to do this if we wanted to continue working during winter weather.

Also shortly after the top of the cut line was pioneered, the cut broke back quite some distance due to the high plastic material failing to stand as constructed. It was necessary to re-pioneer the cut. In doing this work we finished up a considerable distance back of the right of way line.

The remaining timber on the adjacent land was measured up and an estimate of the value of the timber destroyed was obtained from the local office of the State Board of Forestry. The damage to the land was computed as approximately half its appraisal value as it is now completely denuded and will have to be replanted.

The claim seems reasonable for the damages suffered by the parties involved. and the writer would recommend that it be paid.

E. J. Hall
Resident Engineer

Encl.

C.C. Keats Oliver

RECEIVED
JUL 15 1963

FOR FILING

[illegible]

[illegible]

July 12, 1963

Oregon State Highway Commission

Gentlemen:

We have received a claim in the amount of $255 for damages sustained by the Bergman Brothers as a result of work performed by Kuckenberg Construction Company on the Westport-Clatskanie Section of the Columbia River Highway.

This damage occurred as a result of work in connection with required slide correction measures. The location of the necessary work was such that the contractor had to cross private property to reach it. All of the work was accomplished under Force Account measures. Investigation indicates that the claim is just.

Your approval for payment of the claim is requested.

This matter will be on the agenda for the July 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

DES:bjh bbc

RECEIVED
JUL 1 - 1963

FOR FILING

5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1963

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached hereto is an invoice for service rendered or goods furnished in the amount of $25.00 for damage done to two apple trees and several small alder trees located on the Lucille Simmons property.

This damage was caused by the improvement of the intersection of the Palm Hill Detour with Highway 47. It was necessary to flatten the curve in the northwest quadrant of this intersection but, although the ditch remained on the right of way, a portion of the back-slope extended off the right of way. The owner of the property was contacted and permission was obtained to construct this back-slope, but during the construction the two apple trees and the alders were destroyed.

This payment will constitute full settlement for any and all damages to the property. Your approval is recommended.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachments

NOTED
LLOYD P. SHAW

Approved 6-28-63
Returned to Morgan 7-1-63

RECEIVED
JUN 25 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. V. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-221(10)
Westport-Clatskanie Section of
the Columbia River Highway
State Force Order No. 15 - Repair
of private logging roads

Reference is made to your letter dated June 4, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. A substantial savings can be made by doing this work by State Forces rather than by extra work under present contract.

2. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
6-25-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 11 1963
FOR FILING

June 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9, Supplement No. 2 covering the removal of unsuitable material, including slide material, on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

It is necessary to flatten slopes due to the type of material encountered in cuts. The original order covering this work was approved by the BPR October 26, 1962, Supplement No. 1 January 24, 1963.

Since then much more work than anticipated has been, and will be, required. Copies of the Resident Engineer's letter detailing the work and problems are attached.

This supplement has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 4 - 1963
FOR FILING

June 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 15, Account No. 239, covering repair to logging roads on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

Two private roads were used by the State and contractor to repair slide, with the understanding that the private roads would be restored to original condition upon completion of our work.

A substantial saving in repair costs can be made by doing this work with State forces rather than having the contractor do the work as Extra Work. The amount is too small to be done by separate contract.

This work was verbally approved by the BPR District Engineer May 27, 1963. Your approval of the order to include work done on that date under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
JUN 1 - 1963
FOR FILING

June 4, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 16, Account No. 269, covering repair to wooden bridge on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999 in connection with Federal-Aid Project No. F-221(10).

It is necessary to repair and reinforce a short log span bridge used by the State and the contractor in the removal of slides.

A substantial saving in repair costs can be made by doing the work with State forces rather than having the contractor do the work as Extra Work. The amount is too small to be done by separate contract.

This work was verbally approved by the BPR District Engineer May 29, 1963. Your approval of the order to include work done on that date under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DRP:mb

RECEIVED
MAY 21 1963
FOR FILING

F [illegible] (10)

5999

May 20, 1963

Oregon State Highway Commission

Gentlemen:

Due to slides on the Westport-Clatskanie Section of the Columbia River Highway in Columbia and Clatsop Counties, Contract No. 5999, we constructed a detour road over Palm Hill. A culvert on this detour, which is maintained by State forces, became plugged by debris during heavy rains on November 10, 1962, and again on February 2, 1963.

On both occasions, the plugging of the culvert caused flooding of the basement of the residence of Mr. John Castle. Mud and small rocks were washed into the basement, and the washer, dryer, and freezer were coated with mud.

The cleanup and repair cost was $263.96. This was discussed with our Legal Department, and we were advised that the cost of this repair and cleanup could be paid under ORS 366.430.

This matter will appear on the agenda for the June 10 Commission meeting. Your approval and authorization for payment is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
C. H. Maison

LPS:ajw bbc

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1963

SUBJECT: Damage to Castle Property
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a bill from Mr. John Castle whose basement was flooded after a culvert plugged on the Palm Hill Detour. This was originally submitted as an Order for State Force work, but our Legal Division advised that such payments must be made by the Commission under ORS 366.430.

This bill, in the amount of $263.96, has been approved by this office and it is recommended that it be sent to the Commission for approval.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. I. Lindas
W. T. Wright

NOTED
LLOYD P. SHAW

RECEIVED
MAY 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1963

SUBJECT: Damages to Castle Property
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

As you may remember from past correspondence, Mr. Castle suffered some flood damage due to the plugging of a culvert on the Palm Hill Detour on the subject project. Attached is a billing with supporting data covering the repairing of this damage.

It is my understanding this has to be presented to the Highway Commission as a claim. If this is right, would you please forward this information so that this bill can be presented to the Highway Commission so, if they see fit, it can be paid. It is my recommendation that the bill be paid.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

orm-A-85—10M—7-59

Date April 19, 1963

Invoice No.

P. O. No.

State Printing 23128

I[illegible]ce for Service Rendered or Goods Furnished
OREGON STATE HIGHWAY DEPARTMENT
by
John Castle
Clatskanie, Oregon

This Space for Use of Accounting Division

Repair of damage due to flooding on Nov. 10, 1962 and February 2 and 3, 1963

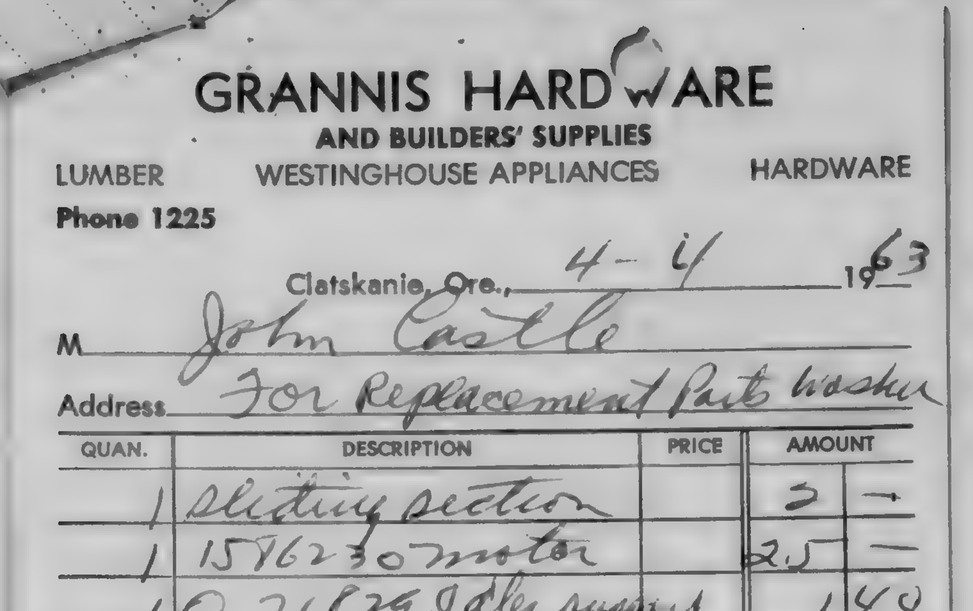
Clean basement twice, remove all rocks and dirt from lawn	$50.00
Drain water from basement twice	$25.00
Repair water line	$25.00
Parts for washer, dryer and freezer as per attatched invoices	$163.96
TOTAL	$263.96

John Castle
John Castle

APPROVED
R. D. [illegible]
[illegible] R.

APPROVED
J. Hall
Resident Engineer
5-1091

APPROVED
[illegible]
Ass't Construction Engineer



GRANNIS HARDWARE

AND BUILDERS' SUPPLIES

LUMBER WESTINGHOUSE APPLIANCES HARDWARE

Phone 1225

Clatskanie, Ore., 4-11 1963

M John Castle

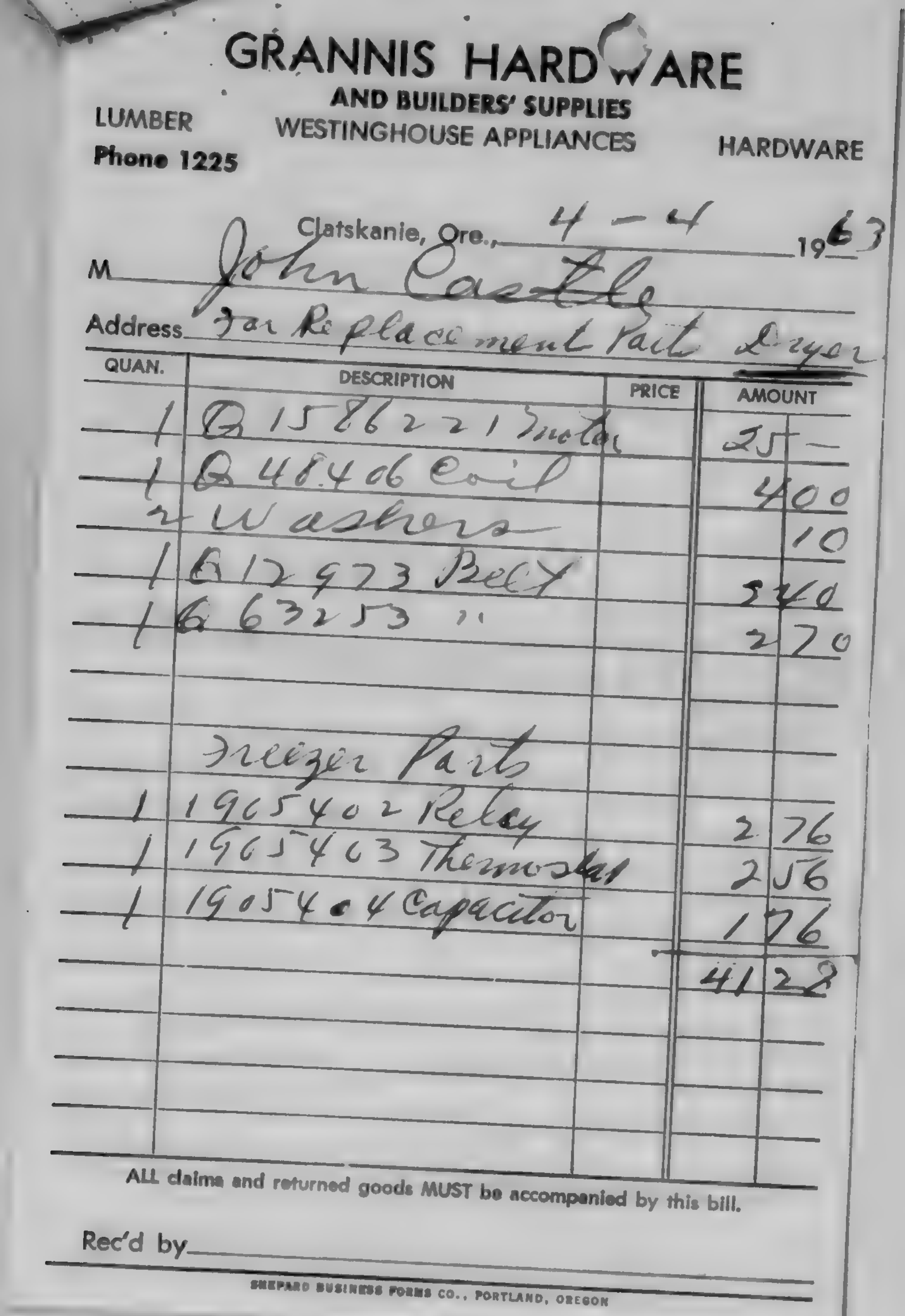
Address For Replacement Parts Washer

QUAN.	DESCRIPTION	PRICE	AMOUNT	
1	sliding section		2	—
1	1586230 motor		25	—
1	G 71829 Idler support		1	40
1	G 88127 " Felt			60
1	G 62144 Belt		2	86
1	G 62149 "		2	70
1	G 12970 "		2	32
1	G 71709 Solenoid		6	—
1	G 48046 "		5	50
	Labor installing Parts			
	& Cleaning Washer & Dryer		56	00
	Tax on Parts		2	90
			107	28

ALL claims and returned goods MUST be accompanied by this bill.

Rec'd by________________

SHEPARD BUSINESS FORMS CO., PORTLAND, OREGON



GRANNIS HARDWARE
AND BUILDERS' SUPPLIES
LUMBER
WESTINGHOUSE APPLIANCES
HARDWARE
Phone 1225

Clatskanie, Ore., 4 – 4 1963

M John Castle

Address For Replacement Parts Dryer

QUAN.	DESCRIPTION	PRICE	AMOUNT	
1	G 1586221 Motor		25	–
1	G 48406 Coil		4	00
2	Washers			10
1	G 12973 Belt		2	40
1	G 63253 "		2	70
	Freezer Parts			
1	1905402 Relay		2	76
1	1905403 Thermostat		2	56
1	1905404 Capacitor		1	76
			41	28

ALL claims and returned goods MUST be accompanied by this bill.

Rec'd by__________

SHEPARD BUSINESS FORMS CO., PORTLAND, OREGON

GRANNIS HARDWARE

AND BUILDERS' SUPPLIES

LUMBER WESTINGHOUSE APPLIANCES HARDWARE

Phone 1225

Clatskanie, Ore., 11-11 1963

M John Castle

Address

QUAN.	DESCRIPTION	PRICE	AMOUNT
30 ft	1 1/2 Plastic Pipe	32	9 60
2	1½ adapters	60	1 20
2	1½ Clamps	30	60
2	1½ Tees	115	2 30
2	1½ Couplings	85	1 70
			15 40

ALL claims and returned goods MUST be accompanied by this bill.

Rec'd by

SHEPARD BUSINESS FORMS CO., PORTLAND, OREGON

Clean Basement Twice Remove all Rocks and dirt from Lawn)	$50.00
Drain water from basement Twice)	$25.00
Repair water line ————	$25.00

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FEB 18 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 14, 1963

West Coast Telephone Company
1800 - 41st Street
Everett, Washington

ATTENTION: Mr. L. S. Hankinson

Re: Final Billing
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties
Project: F-221(10)

Gentlemen:

We are returning herewith your billing for work done on this project. We are also enclosing a letter with our auditor's comments about this bill. Please make the necessary corrections and submit to our Resident Engineer, Mr. E. J. Hall, P. O. Box 543, Astoria, Oregon.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjh
encs.
cc: Lloyd P. Shaw
C. H. Maison
L. H. Young
R. D. Asburry
E. J. Hall

RECEIVED
1 5 1963

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1963

SUBJECT: Westport-Clatskanie
Contract No. 5999
F-221(10)

To: Mr. Ted Litchfield
Utility Liaison Engineer

Attached are four copies of the West Coast Telephone Company's bill for the relocation of their facilities on the subject project. This bill has not been approved by the Resident or Division Engineer.

Item three on the credit for salvage is in error, 3116 pounds cable 19 gauge 26 at .700 is $2,181.20 not $218.12 as stated on the bill.

The bill includes flagging protection by the Spokane, Portland and Seattle Railroad Company in the amount of $433.35. This charge may be eligible as a Right of Way charge. A written explanation of the reason this cost was incurred is required before this portion of the bill will be paid.

The bill also includes overhead expense on contract labor in the amount of $161.61. A detailed explanation of this charge is required.

The total bill has been reduced 10%. Our records do not indicate a percentage proration on this job.

Please investigate these discrepancies.

C. H. Maison
Auditor

By:
D. F. Wolfe
Accounting Division

DFW:jc

Attachments

CONSTRUCTION DIVISION
RECEIVED
FEB 7 1963

FORM 93A

Oregon State Hig[illegible]y Department
Salem
Oregon

EXCHANGE [illegible]latskanie
TEL. NO. [illegible] 023-03
DATE February 24, 1963 19

TO WEST COAST TELEPHONE COMPANY, DR. Est. 1619

			DEBIT	CREDIT
4/3/62	Cost of relocating with new cable and messenger from Spokane, Portland, and Seattle Railroad Company poles on south side of tracks to new Spokane, Portland, and Seattle Railroad Company poles on the north side to tracks, and back to south side upon coupletion of Highway construction. Highway move - Clatskanie to Loadson.			
	Labor:			
	39½ Hours @ 4.069	$ 159.71		
	8 Hours @ 4.086	32.69		
	13 Hours @ 4.190	54.47		
	4 Hours @ 3.971	15.88		
	307 Hours @ 3.842	1179.50		
	88 Hours @ 3.444	303.07		
	71 Hours @ 4.082	289.82		
	26 Hours @ 3.640	94.64	$ 2129.78	
	*Overhead Expense:		1221.23	
	*Motor Vehicle Expense:		211.29	
	Material Used:			
	15 Anchors - Pole Line @ 4.277	$ 64.16		
	2 Anchors - Pole Line @ 4.360	8.72		
	3 Bolts - Eye Nut @ .796	2.39		
	35 Bolts - Machine - 5/8" @ .345	12.08		
	18 Bolts - Thimbleye @ .946	17.03		
	8155' Cable, Stalpeth - 19Ga. 26Pr. @ .414	3376.17		
	30 Clamps - Guy @ .921	27.63		
	6 Clamps - Guy @ .918	5.51		
	43 Clamps - Suspension @ .892	38.36		
	1 Clamp - Suspension @ .860	.86		

*See attached sheet for detail.

-2-

FORM 93A

Oregon State High[illegible]y Department
Salem
Oregon

EXCHANGE [illegible]latskanie
TEL. NO. [illegible]-423-03
DATE February 24, 1963 19

TO WEST COAST TELEPHONE COMPANY, DR. Est. 1619

			DEBIT	CREDIT
4/3/62	Material Used: (Continued)			
	4 Grips - Strand @ .843	$ 3.37		
	15 Plates - Guy @ .349	5.24		
	3 Plates - Guy @ .350	1.05		
	1 Pole - 30' @ 20.020	20.02		
	15 Rods - Anchor @ 3.581	53.72		
	2 Rods - Anchor @ 3.580	7.16		
	15 Screws - Lag @ .102	1.53		
	4 Splices - Preformed - Strand @ 1.097	4.39		
	8060' Strand - Galvanized 6M @ .047	378.82		
	680' Strand - Galvanized 6M @ .048	32.64		
	40' Strand - Galvanized 10M @ .059	2.36		
	2 Terminals - Cable, Unprotected 11Pr. @ 13.810	27.62		
	3 Washers - Square @ .076	.23		
	84 Washers - Square @ .0811	6.81		
	4 Bandages - Rubber @ 1.993	7.97		
	1 Scotchcast - Unipak B @ 3.027	3.03		
	200 Sleeves - Prepared @ .002	.40		
	43# Sleeving - Lead @ .278	11.95		
	3 Stearine Sticks @ .267	.80		
	20 Supports - Aerial Cable @ .113	2.26		
	2 Rolls Tapes - Electrical @ 1.535	3.07		
	12 Rolls Tapes - Friction @ .457	5.48	$ 4132.83	
	*Supply Expense:		30.70	
	Credit for Salvage:			
	49 Bolts - Double Arming - 5/8" @ .672	$ 32.93		
	4735' Cable, Lead - 19Ga. 26Pr. @ .400	1894.00		
	3116# Cable, Lead - 19Ga. 26Pr. @ .700	218.12		
	49 Clamps - Suspension @ .860	42.14		
	8000' - Strand - Galvanized 6M @ .048	384.00		
	98 Washers - Square @ .078	7.64	(2578.83)	

*See attached sheet for detail.

FORM 93A

Oregon State Highway Department
Salem
Oregon

EXCHANGE Clatskanie
TEL. NO. [illegible]-023-03
DATE February 24, 1963 19
Est. 1619

TO WEST COAST TELEPHONE COMPANY, DR.

		DEBIT	CREDIT
4/3/62	Sundry Expense: Meals, Lodging, and Transportation	$ 429.91	
	Flagging Protection - Spokane, Portland, and Seattle Railroad Company	433.35	
	Overhead Expense on Contract Labor: @ .37494	161.61	
	Total Billing	$ 617[illegible].87	
	90% of Total Billing	$ 5554.68	

() Denotes Inverse Item.

Accounting records are located at West Coast Telephone Company, Controllers Department, 1800 - 41st Street, Everett, Washington.

FORM 93A

Oregon State Hig y Department
Salen
Oregon

EXCHANGE latskanie
TEL. NO. -023-03
DATE February 24, 1963 19

TO WEST COAST TELEPHONE COMPANY, DR. Est. 1619

			DEBIT	CREDIT
4/3/62	Work was commenced November 6, 1961, and was completed April 3, 1962.			
	*Overhead Expense:			
	@ .60079 on $ 192.40 (Construction)	$ 115.59		
	@ .67788 on $ 1475.56 (Construction)	1000.25		
	@ .12233 on $ 77.36 (Maintenance and Removal)	9.46		
	@ .68867 on $ 32.66 (Construction)	22.49		
	@ .09390 on $ 257.16 (Maintenance and Removal)	24.14		
	@ .66397 on $ 69.16 (Construction)	45.92		
	@ .13261 on $ 25.48 (Maintenance and Removal)	3.38	$ 1221.23	
	*Motor Vehicle Expense:			
	@ .0075 on $ 192.40	$ 1.44		
	@ .0067 on $ 54.47	.36		
	@ .1212 on $ 1482.57	179.69		
	@ .160 on $ 15.88	2.54		
	@ .1380 on $ 32.66	4.51		
	@ .0575 on $ 266.31	15.31		
	@ .1224 on $ 16.33	2.00		
	@ .0787 on $ 69.16	5.44	$ 211.29	
	*Supply Expense:			
	@ .00705 on $ 637.20	$ 4.49		
	@ .00746 on $ 3490.81	26.04		
	@ .03548 on $ 4.82	.17	30.70	

RECEIVED
JAN 29 1963
FOR FILING

331 ( )

5999

FORM E-30R—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1963

To: Mr. R. D. Asburry
Division Engineer

BUILDING

SUBJECT: Westport-Clatskanie Section
Lower Columbia River Highway
Contract No. 5999

Your letter of January 23 discussed an audit of the contractor's records on the subject project. The Bureau of Public Roads has indicated they intend to recommend such action.

Approval to proceed with this matter has been received from the front office. It is understood a qualified accountant should be selected for this assignment and that Mr. Maison will designate such a person, or persons, from his organization.

It is suggested your Resident Engineer may be of assistance to the accountant assigned to this work, and that his services be offered to Mr. Maison. Also, the Construction Office can arrange for assistance from our Cost Section, if desired.

Will you please contact Mr. Maison and arrange further details.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd Shaw
C. H. Maison

NOTED
LLOYD P. SHAW

RECEIVED
JAN 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1963
FOR FILING

January 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9-Supplemental, covering the removal of unstable material and resloping cutbanks on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

Due to the nature of the materials encountered in the cuts in the area noted on the order, it is necessary to remove much more than estimated. The slopes will not stand on the steep slope planned. Further explanation is on the reverse of the order.

You will perhaps recall that on January 8, 1963, this matter was the subject of a meeting in which the removal of this slide material by this method or by alternative methods was discussed. It was the consensus of opinion at the meeting that removal by extra work as represented in this supplemental order was the most practical. This supplement is therefore submitted to cover the overrun due to conditions listed in this letter and on the back of the supplemental order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:LMY:mmb
Enc.

RECEIVED
JAN 3 1963

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

December 31, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0 T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project F-221(10)
Westport Clatskanie Section

Changes and extra work orders have resulted in an abnormal increase in costs on the subject project.

This memorandum is to confirm verbal agreement reached with Mr. Young on this date, that your department will request modification of the project agreement to obligate Federal funds to cover the change and extra work orders approved for participation or agree to accept the current project agreement amount as a firm commitment prior to our formal acceptance of the project upon completion.

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
1-3-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 28 1962

December 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 12, covering maintenance rock for detour road on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

This Order is for the purchase of rock for use by Columbia County in maintaining county roads in the vicinity of the project. The county roads are used by local traffic when the highway is closed by slides. This extra traffic is causing damage to the county roads.

This Order was recommended for approval by the BPR Area Engineer, December 26, 1962. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 31 1962
FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORM E-125X 50M 5-62

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-221(10)

December 28, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. V. H. Dunkin

Re: Emergency Telephone Cable Adjustment
Westport-Clatskanie Section
Columbia River Highway - Columbia County
Project No. F-221(10)
Your File: RO #44908, Longview-Astoria

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the Palm Hill Detour have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of November 26, 1962.

Reimbursement for work performed subsequent to that date will be subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. H. Young
R. D. Asburry
C. H. Matson
A. W. Parsons
S. H. Hall
R. M. Smith
General Files

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 19, 1962

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-221(10)
Westport-Clatskanie Section, Columbia River Highway
Utility Adjustment-Pacific Northwest Bell Telephone Co.

Reference is made to Mr. Young's letter of December 13, 1962 concerning above subject.

You were authorized to proceed with emergency relocation of subject company's underground telephone on November 28, 1962 due to the emergency nature of the work involved. This approval was given subject to provisions of PPM 30-4. The exchange of letters between the State and Pacific Northwest Bell Telephone Company, dated December 12, 1962 and December 5, 1962, respectively, are acceptable evidence of agreement.

Our approval is retroactive to November 28, 1962 as requested.

LLOYD P. SHAW

RECEIVED
DEC 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Young
12-21-62

RECEIVED
DEC 18 1962
FOR FILING

209

December 18, 1962

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Dear Mr. Hoy:

Reference is made to your recent letter to Mr. G. S. Paxson concerning slides between Clatskanie and Westport which caused delays in your train service.

We very much appreciate your concern in this matter and will do everything within the Highway Department's power to prevent reoccurrences. We are, however, anxious to do everything possible to insure completion of this work during the coming season. This will require some winter work that will be in line with economy and safety. The Department does not intend to permit the contractor to do anything that would create a hazard to your facility and should you at any time feel that a State activity is in any way jeopardizing your facility, your so advising us would be appreciated.

You are further assured that everything will be done that can be done to prevent conflicts with the railroad, and your cooperation and understanding in connection with this project are very much appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
G. S. Paxson
F. D. Morgan
R. D. Asburry

Date 12-11-62

ASSIGNED TO [illegible] By [illegible] No. [illegible]

Letter From [illegible], Chief Engineer,
Spokane, Portland & Seattle Ry. Co.

Dated 12-7-62

Has Been Acknowledged By

RE: Result of [illegible],
Columbia River [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS: - URGENT -

PLEASE RETURN TO
R. L. PORTER

CONSTRUCTION DIVIS
RECEIVED
DEC 10 1962
NOTED ☐ ☐ ☐ ☐
GE ACE ACE C

Report Received
Completed 12-17-62

To Commission
Agreement ajw

File Closed

FORM E-30 50M 5-62 43506

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem, Oregon
December 14, 1962

SUBJECT: Assignment: RLP-209
Letter of H. F. Moy, Chief Engineer,
SP&S Railroad re Slides
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached find rough draft of letter to H. F. Moy, Chief Engineer, Spokane, Portland and Seattle Railway Company, with regard to slides on the Westport-Clatskanie Section of the Columbia River Highway. This is in reply to Mr. Moy's letter of December 7th.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachment

cc: R. D. Asburry

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE PORTLAND AND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

PLEASE RETURN TO
R. L. PORTER

REFERRED TO
Mr. Porter

December 7, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engr.

Dear Sir:

As you are aware heavy rains of the past few weeks have started a number of slides in the new construction of the Clatskanie-Westport section of the Columbia River Highway which slides have caused some interruption of service on the S.P.& S. Railway's Astoria line. These slides are causing a considerable extra expense to the Railway Company not only in making the tracks passable for our trains but also due to train delays which between November 19th and November 26th have totaled in the Clatskanie-Westport area about nineteen hours.

If these delays continue it will be necessary to recover our costs due to these delays as provided under Article XIV of our agreement dated July 5, 1961. We have no desire to invoke this part of the contract and hope that the most critical condition has passed. The contractor should not be allowed to start work during these wet winter months that may in any way create further hazardous slide conditions.

Very truly yours

H F Moy

Chief Engineer

GEL-o

RECEIVED
DEC 14 1962
FOR FILING

496[illegible]

December 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Telephone Cable Adjustment
Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

Dear Sir:

Herewith are two copies each of our Staff Attorney's letter, estimate and sketch prepared by the Pacific Northwest Bell Telephone Company covering the adjustment of the Company's underground telephone cable on the subject project.

The adjustment is necessary due to a slide on the Palm Hill Detour, which occurred November 27, 1962.

This was discussed with the BPR Area Engineer and the work verbally recommended for approval November 28, 1962. Your approval of the agreement, as evidenced above, and authorization to proceed with the work as of that date, as an emergency measure, under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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December 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Telephone Cable Adjustment
Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

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Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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10 1962

FORM E-30X—50M—9-63 43909

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

SUBJECT:

To Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

Resident Engineer Ed Hall reports the following restrictions to traffic flow on the Westport-Clatskanie Section since the Thanksgiving storm. There have been three slides of consequence:

Coleman Slide:

Located 1½ miles east of Westport. Closed the highway at 5:30 A.M., on November 26 and was not removed until November 27. There is no local detour around this slide. There was a little mud on the pavement for a day or two after the closure.

Woodson Slide:

This slide closed the highway at noon on November 25 and was not reopened until 3:00 P.M., November 28. During this time through traffic was routed over the Mist-Clatskanie and Nehalem Highways by use of flagmen at the junction of the Palm Hill detour with the Mist-Clatskanie Highway and near the east city limits of Astoria on the Columbia River Highway. Local residents did use the narrow roadways on the tops of the dikes in this vicinity to make a local detour. We at no time directed traffic over these dikes. The Columbia County Court has complained of the unusual maintenance costs sustained in maintaining the road surfaces on these dike roadways during that period. A night watchman was posted at this slide for about one week following its opening in case further material slid onto the highway.

Since November 28 there has only been one-way traffic at this location, although there is adequate width to obtain two-way traffic by doing a little additional rocking. This will be done today. The roadway surface at this location has been quite muddy during this period. It would have been worse had it rained more during this period. Traffic has not been materially delayed because of this one-way condition.

Palm Hill Detour Slide:

There is only one-way traffic around the slide on the Palm Hill

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
REC[illegible]
DEC 11 1962

detour. This condition has existed since November 25. Until November 30 when the telephone company decided upon a plan to relocate their main toll cable around the slide, the width was quite critical. The local section crew worked over the weekend of December 1 and 2 to widen to a very adequate one-way traffic. Hall will request the section crew to widen this location to two-way traffic immediately. Traffic is not materially delayed because of this one-way condition.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. E. J. Hall

RECEIVED
JV 28 1962
FOR FILING

5999

Salem, Oregon
November 27, 1962

Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Contract No. 5999

Mr. E. J. Hall
Resident Highway Engineer
P. O. Box 543
Astoria, Oregon

This is to advise you that at its meeting on November 20, 1962, the State Highway Commission approved an increase of $522,433.00 in project authorization for the subject project.

The new authorization for construction is $2,698,777.61. This amount should be used for all future reports.

L. H. Young
Office Engineer

DBP:bb

cc: R. D. Asburry

11-23 12

Slides of Mud and Debris Halt Rail, Road Traffic

A live glacier of mud, moving slowly, coupled with sudden slides of dirt, rock, trees, have plagued everyone connected with traffic in this section of the Lower Columbia, including the railroad, the engineers of the state highway department and the contractors between Clatskanie and Westport.

And not all the troubles have been connected in any way with the construction work as the SP&S experienced slides just east of the tunnel about three miles east of Mayger, this slide of Bradwood and again at the old Ivy station near Knappa at milepost 86.

At the Mayger slide, the railroad tracks were covered with about six feet of dirt, rock and trees for a distance of some 30 feet; at Ivy station for 80 feet long with about 2-4 feet of debris and about the same at Bradwood.

With 1.26 inches of rain falling Monday and 2.13 inches Tuesday, according to the records of Ralph Kleger, weather observer at the station about two miles west of Clatskanie, hillsides along the right of way for the new highway were loosened at the Woodson cut and between Clatskanie and Dead Man's Curve and hundreds of tons of mud and muck slid down over the highway and near town over the railroad tracks.

The slide at Woodson Tuesday morning was 60-70 feet long and covered the highway about 15 feet deep. Traffic was closed from three to four hours when one-way travel was restored near noon and the road will not be completely opened until Wednesday night, it is predicted, if no more trouble develops.

Ken Noll, director of transportation for the Clatskanie schools, reports that they were first told it would be impossible to get through with school busses, but finally they went around the slide, coming out at Marshland but did not arrive at school until 9:45 and then with only about 16 pupils out of the 45 usually carried.

SP&S Tracks Covered

The bad spot was along the new construction just west of town where almost just mud came down from the hills above and pushed over the SP&S tracks, covering them with four feet of mud for a distance of 80 feet and covering all highway right-of-ways with deep muck.

The railroad company has had its crews from Astoria, Westport, Clatskanie and Rainier clearing the tracks and have even brought in additional men. They estimate 35-40 workmen have been clearing the tracks which were clear to Astoria Wednesday. Trains have been held up hours. The train that left Portland 8 p.m. Monday did not get through here until 10:30 a.m. Tuesday.

The highway engineers have had two safety men here since the slides started and with Kukenberg equipment and operators have been working night and day.

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NOV 16 1962
FOR FILING

November 15, 1962

Oregon State Highway Commission

Gentlemen:

It is now apparent that a substantial overrun of the project authorization on the Westport-Clatskanie grading and paving project on the Columbia River Highway in Clatsop and Columbia Counties will occur. This is Contract No. 5999 and the contractor is the Kuckenberg Construction Company of Portland.

The original contract authorization was $2,176,345 and it now appears that $2,698,778 will be required to complete the work. This is an overrun of 24 per cent.

The overrun is caused by construction difficulties encountered just westerly of Clatskanie. This is the area through which the old highway was benched into the side of a hill with the SP&S Railroad at the foot of the hill and marsh and tide flats immediately north of the railroad. During the period of design, effort was made to move the railroad northerly so as to gain more room for the highway roadbed. Foundation investigations, however, indicated that the swampy area was so unstable that it would not be practical to attempt to relocate the railroad facility. The only other practical solution was to cut into the hill at the site of the old highway, construct the roadbed as close to the railroad track as was possible, and in the interest of the economy, to construct as steep a slope on the highway section as possible. The project was designed for a ¼:1 slope in this area and called for stage construction in carrying traffic through the project. Soon after the cut was opened up, it became apparent that the material would not stand on a ¼:1 slope and that the carrying of traffic through the job not only was not feasible but was pratically impossible. In order to keep the route open, it was necessary to construct a temporary detour around the back of the area just west of town, which involved strengthening a county road and constructing a mile of new grade. This detour accounts for some of the overrun. In addition thereto, the ¼:1 slopes have had to be flattened wherever unstable material was encountered, which is the remaining major overrun item.

While the anticipated overrun is unusually large, it is absolutely necessary to the completion of this work. Were the job to be designed today with the knowledge we now have of the area, we would be forced to follow an identical procedure which would result in a very similar total cost. We took a calculated risk which was not entirely successful.

Practically all of the overrun amount is eligible for federal-aid participation, and we recommend that it have your approval. The matter will appear on the agenda for the November 20 Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan

RLP:ajw hlb

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1962

SUBJECT: Overrun of Project Authorization
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project. This job is under contract to Kuckenberg Construction Company of Portland.

The original project authorization was $2,176,345. The present anticipated cost is $2,698,778, indicating an overrun of $522,433, or 24.01%.

The reason for the overrun is that the high slopes immediately west of Clatskanie will not stand on the designed 1/4-1 slopes, and that it has been necessary to do extensive resloping, redesign and corrective work.

The work orders under which this work is being done have been approved by the Bureau of Public Roads. Verbal approval has been approved for additional work which is to be done under Extra Work Order #9.

It is recommended that the project authorization be increased in the amount shown above.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. H. Young

RECEIVED
OCT 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1962

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Herewith for your consideration "Report on Expected Over-run of Project Authorization" on the subject project.

The principal reason for the overrun on this project is due to the type of material encountered in the area between Midland Road and Clatskanie. This was designed to stand on a ¼:1 cut slope but has failed to do so in most of the area from Midland Road to Clatskanie. This has made it necessary for a detour to be built over Palm Hill to carry the traffic from Clatskanie to Midland Road and to remove large quantities of unstable material which would not stand on the designed slope.

You will note on the attached report Extra Work Order No. 8 and Extra Work Order No. 9. Neither of these have been officially approved as of this time, although under prior approval we are working under Extra Work Order No. 8 at this time. Extra Work Order No. 8 covers the reconstruction of the drainage ditch belonging to Magruder Drainage District, said revision being necessary due to shearing of fills blocking it. This order has been submitted to your office but we do not have an approved copy back yet.

Extra Work Order No. 9 is to cover the removal of some unstable material above the cut slopes but has not been submitted to your office as of this date.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
OCT 23 1962
NOTED: ☐ CE ☐ ACE ☐ ACE ☐ ☐

Form E-49-30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Westport - Clatskanie Contract 5999

Original Contract Amount (Bid Items)	$1,818,074.10
Present Estimate of Cost (Bid Items	1,930,852.20
over run	112,778.10

Major items of O'run on Bid Items

Item	Bid Quant.	Cost		Present Est.	Present Cost	O'run $
General Excavation	849,000	$687,690	~~[illegible]~~	954,000 ~~[illegible]~~	772,740	$85,050
Long Overhaul	375,800	150,320		422,000	168,800	18,480
Coarse Material in Base	160,500	280,875		170,500	298,375	18,000
						$121,530
Misc Underruns on Drain tile - Backfill ect					$	8,800

Anticipated Items - Extra Work Orders - S.F. Orders & Price Agreements.

Type Order	Number	Work	Authorized	Present Est	+ or -	Participating
SFO	1	Relocate West Coast Tel lines	24,200	10,325	- 7198	Yes
"	2	" Pac. N.W. Bell Tel lines		3,540		Yes
"	3	" Clatskanie P.U.D Lines		3137		Yes
"	4	Adj. R.R. Comm. Lines	19,654	15,000	- 4654	Yes
"	5	Place & Remove Protective Plank	76,836	5,000	- 71,836	Yes
"	6	Replace Damaged R.R. Ties	1,000	1,000	0	Yes
E.W.O	1	Flagging	8,000	8,000	0	Yes
E.W.O	5	Adjust water lines	1,000	3500	+ 2500	Yes
No order as yet		Seed & Mulch	6450	6450	0	
" " " "		Directional Signing	2800	2800	0	
~~" " " "~~		More Mail Boxes	70	70	0	
		Totals	140,010	58,822	-81,188	

Continued - 2

Form E-40 30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Contingencie Items

Type of order	Number	Work	Authorized	Present Estimate	+ or −	Participating
SFO	7	Detour signs & warning Signals	2800	2800	0	Yes
SFO	8	Relocate water lines & Drainage (Detour)	2200	2490	+ 290	Yes
SFO	10	O-7 oilmat on detour	5000	5000	0	No
SFO	11	Operate pumps to keep ditch operating	750	750	0	No
E.W.O.	2	Dispose of Unsuitable material	2000	2000	0	Yes
E.W.O	3	Constr. Emerg. detour	136,000	140,300	+4300	Yes
E.W.O	4	Constr. Fence panels	500	500	0	Yes
E.W.O.	6	Remove Slides	80,000	84,985	+4985	Yes
E.W.O	7	" "	71,500	71,085	−415	Yes
E.W.O.	8	Reconstr. McGruder drain ditch	9000	9000	0	Yes
E.W.O.	9	Remove unstable Materials & Reconstr. Cut Slope	150,000	150,000	0	Yes
P.A.	1	Regrade & Reslope due to Grade change	13,000	24,000	+11,000	Yes
Allowance for future Contingencies (4% of work remaining)						

— Recapitulation —

		Setup	Present Estimate	O'run or U'run
Contract Bid Items		1,818,074	1,930,852	+ 112,778
Anticipated Items		140,010	58,822	− 81,188
Contingencie Items		88,114		
Engineering		156,647	194,373	+ 37,727
Credit for Maint. Rock	—	26,500	− 26,500	0
Totals		2,176,345		

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OCT 26 1962
FOR FILING

October 26, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering removal of unstable material and reconstruction of slopes on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

This work is necessary for the completion of the grading on the project. The material in the area noted consists of loose material rather than solid rock and will not stand on the slopes as designed. As noted on the order, slides have occurred, one fatality resulting. Work on the roadway in this area has been suspended by order of the State Industrial Accident Commission until the danger has been removed.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

9

RECEIVED
OCT 26 1962

FOR FILING

F-221(10)
5999

October 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the reconstruction of the Magruder Drainage District drain ditch on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

It is necessary to reconstruct this drainage ditch destroyed by the shearing in the fills in the respective areas and will be constructed in a new location.

This work has been verbally recommended for approval by the BPR Area Engineer October 5, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
OCT 26 1962
FOR FILING

5999

October 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplemental, covering the clearing and resloping in slide area on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

The first supplemental order No. 7 covering this work was approved by the BPR August 24, 1962, for an estimated total of $41,500.00. Additional pop-out slides have occurred and a much greater amount of work will be required to correct slopes which will not stand as designed.

This supplemental work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

OT:mmb
Enc.

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OCT 23 1962

FORM E-30X—90M—5-62 43909

FOR FILING

5111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

Attached please find copy of a letter from H. F. Moy, Chief Engineer, S. P. and S. Railroad, in which he authorizes us to dispose of some waste material from the subject project on their property, also authorizing us to construct temporary haul roads across their facility.

This should clear the way for us to start on this project as soon as the geologists have completed their findings and determined where we should start and just what we should do.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
OCT 22 1962
NOTED- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CDE

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.
OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON

October 15, 1962

RECEIVED
OCT 1962

Mr. J. D. Walker
Division Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Dear Mr. Walker:

I refer you to your letter of October 11, 1962, about the Westport-Clatskanie Section of the Columbia River highway, and more particularly to the slide area between Highway Station 736 and 751 which area is presently being worked on by Hackenberg Construction Company.

According to your letter the Highway Department has to remove considerable additional yardage above the track and proposed highway relocation, and the disposal of this material presents somewhat of a problem. This is to advise you that the S.P.& S. Railway is agreeable to allowing the Oregon State Highway Department to waste this material on and along our right of way in that particular area north of our main line. Said waste material is to be kept at least one foot below our subgrade elevation and the fill area to be sloped away from the track so that there will be no ponding of water on our right of way. The S.P.& S. Railway will also allow you to place two additional crossings as noted on the print accompanying your letter.

SIGNED
R. D. ASBURY

Mr. J. D. Walker
October 15, 1962
Page 2

It is to be fully understood that any work occasioned by these items which must be performed by S.P.& S. forces in the placement of additional crossings, the use of additional flagmen or relocation of pole line will be at the expense of the Oregon State Highway Department. It might be that the pole line might have to be raised through this area to accommodate the embankment section. Our General Roadmaster, Mr. Straughan, will be advised and will work with your Resident Engineer Hall in the placement of the additional crossings.

Very truly yours

Chief Engineer

HFM-c

NOTED
J. G. CANFIELD

RECEIVED DEC 7 1962

Form No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name: Westport - Clatskanie
Date: October 17, 1962
Highway: Columbia River
Contract No. 5999
County: Clatsop & Columbia
Kind of Work: Grading & Paving
Contractor: Fu[illegible]enberg Const. Co., Inc.
Contract Amount: $1,818,074.10

5999

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 2 - Drainage Exc. Unclassified	2,640	2.00	5,280.00
3 - Com. Exc.	105,000	0.81	85,050.00
4 - Extra for Sel. Subgrade	24,300	0.10	2,430.00
5 - Short Overhaul	496,000	0.01	4,960.00
6 - Long Overhaul	46,200	0.40	18,480.00
58 - Coarse Crushed Mtls. in Base	10,000	1.75	17,500.00
Minor items, unitemized algebraic total			-20,921.90

Minor items, unitemized algebraic total	$ 112,778.10
Subtotal	$ 405,509.17
Approved work orders (Price, extra work and state force orders)	

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
[illegible] #5	71,810.50 -
[illegible] #3	15,303.03 +
[illegible] #5	2,350.00 +
EWO #7	29,585.49 +
EWO #8 - Reconstruct Drain Ditch	9,000.00 +
EWO #9 - Remove unstable material	150,000.00 +
Minor items, unitemized algebraic total	5,928.72 +

Subtotal	$ 140,356.74
Authorization for engineering	$ 156,646.73
Expected over-run or under-run of engineering authorization	$ 37,726.79
Costs not included above (explain)	$
Allowance for future contingencies (4 % of work remaining)	$ 54,186.76
Credits to come from transfers and deductions	$ 26,500.00
Present estimate of project cost	$ 2,698,778.39

Brief Statement of principal causes of over-run:
Project could not be constructed on planned slope design due to type of material encountered. Most of the rock cuts on this section, when opened up, were found to be composed of degraded rock, talus, and other unstable material. Numerous slides and pop-outs occurred. Corrective measures require that a major portion of the cut section be re-constructed to a flatter and more stable slope.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization		$ 2,176,344.61
Present estimate of project cost		$ 2,698,778.39
Expected over-run	(Amount)	$ 522,433.78
Expected over-run	(per cent)	24.01%

Space to right of this line is for use of Salem office.

Submitted by: .... Resident Engineer

Confirmed by: .... Division Engineer

Noted by: .... Construction or Bridge Engineer

Noted by: .... Deputy or Assistant State Highway Engineer

State Printing 98719

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OCT 23 1962
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

5111

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 12, 1962

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section
Relocation of Magruder Drainage District
Drainage Ditch

Reference is made to Mr. T. W. Litchfield's letter of October 9, 1962 which transmitted copies of pertinent correspondence relating to the above subject and requested our concurrence in construction of proposed plan II.

This office is familiar with this particular problem, having viewed the trouble areas in the field and discussed possible corrective measures with the resident engineer and the division office. We feel that plan II, which has been estimated to cost slightly more initially, may be cheaper ultimately since this plan is less likely to encourage further shear action with resultant destruction of the ditch.

We therefore concur in your request that plan II be constructed.

OCT 16 1962

Copies to:
Gen Files ✓
L.H. Young
R.R. Isborry (3)
10-19-62

Litchfield

Sent to the Div.

NOTED
R. L. PORTER

RECEIVED
[illegible] 12 1962

FOR FILES

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L PORTER

[illegible]
OCT 1[illegible] 1962
[illegible]

October 11, 1962

U. S. Army Engineers
Pittock Block
Portland, Oregon

Attention: Mr. William O. Owens

Gentlemen:

Permission is hereby granted to the U. S. Army Engineers to dispose of dredged material waste in the blind slough channel lying directly south of and parallel to the Lower Columbia River Highway, Westport-Clatskanie Section, between Stations782 and 787, it being understood that the channel of Fall Creek will not be disturbed in any manner.

Permission is also granted to thread a discharge pipe through culvert at Station 1667+70 on this project in order to pump dredged materials to a low lying disposal area westerly from the highway at this point. Again, in this instance, the channels leading to the culvert and the culvert itself must be kept clear of debris.

We understand that you intend to begin operations about October 15, that the period in which the pipe will be threaded through the culvert at 1667+70 will be only two or three days and that this will be done at a time when tides do not reach the culvert flow line.

You are also advised that the section of the Lower Columbia Highway involved here is now under contract. It will, therefore, be necessary for you to have in addition to this authorization permission from the contractor before proceeding with a discharge pipe line crossing in either of the above installations. To obtain such permission, you should contact Kuckenberg Construction Company, 11104 N. E. Holman Street (P. O. Box 7407), Portland 20, Oregon; Telephone, ALpine 3-7533.

JDW:AM:fp

cc R. L. Porter ✓
E. J. Hall
J. D. Walker

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 221 (10)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Relocation of Drainage Ditch
Magruder Drainage District
Kleger Property
Columbia River Highway
Clatsop & Columbia Counties
Project F-221(10)
Contract No. 5999

Dear Sir:

Attached are copies of the correspondence pertaining to the relocation of the Magruder Drainage District ditch on the Kleger property.

1. A letter and sketch map submitted by Mr. Keats Oliver, Resident Engineer, dated August 23, 1962.
2. A letter to Mr. F. D. Morgan from Mr. J. D. Walker, dated September 13, 1962.
3. A Memo to the Files by Mr. T. W. Litchfield, Utilities Liaison Engineer, dated September 21, 1962.
4. A letter of transmittal from Mr. J. D. Walker to Mr. F. D. Morgan dated September 27, 1962.
5. A report submitted by Mr. Keats Oliver, Resident Engineer, dated September 25, 1962.
6. A letter from the Magruder Drainage District dated September 24, 1962, and an itemized list of values incidental to the ditch through the Kleger property.
7. A sketch map showing the locations of Plans I and II referred to in Mr. Keats Oliver's report of September 24, 1962.

In the report from Mr. Keats Oliver, two plans for relieving the problem are discussed. Both of these plans were discussed by Mr. F. W. Sugnet, Assistant Utilities Liaison Engineer, State Highway Department, with Mr. Glen Hoesner, Area Engineer, Bureau of Public Roads, on October 3, 1962. It was agreed that Plan II would be more logical than Plan I since digging the ditch farther from the area of movement is less likely to again cause a shear action resulting in the destruction of the ditch. It was agreed that work should begin as soon as possible, since time is of the essence.

Your concurrence with this plan is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enclosures

FWS:fp

cc General Files ✓
L. H. Young
J. D. Walker
E. J. Hall
Keats Oliver

ECEIVED
1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1962

SUBJECT: Relocation of Drainage Ditch
Magruder Drainage District
Westport-Clatskanie Section
Lower Columbia River Highway
Clatsop & Columbia Counties
Project F-221(10)
Contract No. 5999

To:

MEMO TO THE FILES

A meeting was held in the Resident Engineer's office in Clatskanie on October 4, 1962. It was attended by representatives of:

The Magruder Drainage District
Mr. Ralph Kleger, Chairman
Mr. James Luxford

The State:
Mr. E. J. Benner, District Right of Way Supervisor
Mr. Keats Oliver, Resident Engineer
Mr. E. J. Hall, Resident Engineer
Mr. F. W. Sugnet, Assistant Utilities Liaison Engineer

Mr. Keats Oliver, Resident Engineer on the project, has presented a report comparing the cost of two possible locations for the revision of a drainage ditch, which had been plugged due to subsidence of the highway. The plan by which the ditch would be relocated 350 feet from the highway center line, across the Kleger property, was considered to be the most logical by all parties concerned. A sketch map showing the relocated ditch and the easement area necessary was shown to the district representatives.

Mr. Ralph Kleger, having the authority to act for the several property owners upon whose land the ditch would be located, agreed to the location as shown on the sketch. It was agreed that the Klegers would grant to the State an easement for the ditch, which the State will turn over to the Magruder Drainage District upon completion of the construction. An instrument granting the State and contractor the right of entry onto the property was signed by Mr. Ralph Kleger, who was acting as agent for the property owners.

It was agreed that the State will furnish a description of the easement area and the necessary documents to complete the transaction at a later date. Also there will be included in this document a statement which will provide for maintenance of this new ditch for a period of five years from the date of its completion. This will supplement paragraph 3 and 4 of "THINGS TO BE DONE BY STATE" of the agreement between the State and the District dated September 15, 1961. All documents for this transaction are now being prepared by the Legal Section.

F.W. Sugnet
F. W. Sugnet
Assistant Utilities Liaison Engineer

FWS:fp

cc General Files ✓
L. I. Lindas
A. W. Parsons
James Kuhn
W. T. Wright
J. D. Walker
E. J. Benner
E. J. Hall
Keats Oliver

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FOR FILING

5999

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 28, 1962

To. MEMO TO FILE:

SUBJECT: File No. 31554
Edna M. Johnson's Water Supply
Rt. 2, Clatskanie

Pursuant to instructions from Mr. Lindas, I telephoned Mr. Paul Jolma, attorney at Clatskanie, who represents Mrs. Johnson on the above matter. I informed Mr. Jolma that, while we did not feel we were responsible for any damage to Mrs. Johnson's water supply, we would appreciate it if she could make an estimate of what it would cost to improve her present supply, and that Mr. Lindas would be willing to discuss with the Commission the possibility of participating with Mrs. Johnson in such costs.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: L. I. Lindas
R. L. Porter

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STATE HIGH

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P 25 1962
FOR FILING

FORM E-30X—90M—5-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1962

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties
Project No. F-221(10)
Contract No. 5999

To: MEMO TO THE FILES

A meeting was held in Clatskanie, Oregon, on September 19, 1962, to discuss the problem caused by the subsidence of the highway fill which caused the Magruder Drainage District's ditch to become displaced. The following men were present at this meeting:

Representing the Magruder Drainage District:

Mr. Ralph Kleger, President
Mr. Harold Colvin, Supervisor

Representing the Oregon State Highway Department:

Mr. E. J. Benner, Right of Way Supervisor
Mr. R. C. Friess, Right of Way Liaison Agent
Mr. E. J. Hall, Resident Engineer
Mr. Keats Oliver, Resident Engineer
Mr. T. W. Litchfield, Utilities Liaison Engineer
Mr. F. W. Sugnet, Assistant Utilities Liaison Engineer

The group met in the office of Mr. Keats Oliver. They then proceeded to the project in order to get a visual picture of what had happened, and the problem was discussed there.

Most of the problem involved Mr. Kleger's property, and the actual final solution involved the drainage district only to the extent that they wanted the ditch replaced. The exact location of the ditch was Mr. Kleger's personal interest, since it will cross his property. Two solutions were discussed:

(1) Reconstruct the ditch some 300-feet south of the centerline of the new highway inside Mr. Kleger's property on a construction easement, as he has requested.

(2) Reconstruct the ditch not closer than 40-feet from the disturbed area on a minimum amount of additional right of way the State would purchase in fee.

The comparative cost of these solutions has not been determined, so this whole matter was turned over to Mr. Hall and Mr. Oliver for cost estimates of construction and recommendations.

Another meeting will be held after the proposals are analyzed.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: General Files
J. D. Walker
E. J. Benner
E. J. Hall
Keats Oliver
W. T. Wright

133X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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P 5 1962
FOR FILING

5779

August 23, 1962

Mr. Paul J. Jolma
Attorney at Law
Clatskanie, Oregon

Re: Edna M. Johnson
Water Supply
Rt. 2, Clatskanie

Dear Mr. Jolma:

The above matter has been referred to me for further handling by Mr. L. I. Lindas, Chief Counsel for the Highway Commission.

I have been attempting to contact you by telephone but have been unable to receive any answers from either your office or home.

I would deeply appreciate it if you would contact me by telephone at Salem 364-2171, ext. 337, when you return to Clatskanie. As you probably know, Salem is on standard time.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: R. L. Porter
L. I. Lindas

RECEIVED
AUG 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
August 20, 1962

Mr. L. I. Lindas
Chief Counsel
Building

Johnson Water Supply
Westport-Clatskanie Section
Columbia River Highway

Attached hereto is a copy of an estimate prepared by Division Geologist, Fretwell, concerning the Johnson water supply problem at Clatskanie; also a statement that the possibility of well construction in the area is not feasible.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachment

FORM E-20 50M 8-61 90081

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1962

SUBJECT: Supplement to Report of
Johnson Water Supply, Dated August 15, 196
Westport-Clatskanie Section
Prefix 4-1091-900

To:
Mr. J. D. Walker
Division Engineer
Office

In the process of investigating to find a suitable water supply for Johnson, I found that there are no wells for domestic use in that area. The water is brackish and completely unsuitable for home use.

William R. Fretwell

William R. Fretwell
Division Geologist

WRF:AM
cc Mr. E. J. Hall
Mr. R. L. Porter

RECEIVED
AUG 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1962

SUBJECT:
Johnson water supply.
Westport - Clatskanie Section
Columbia River Highway.
Profix. #4-1091-900

To:
Mr. J. D. Welker
Division Engineer
Office:

On tuesday August 14, 1962, upon the request of Mr. R. D. Asburry, I investigated the above mentioned water supply. I found that in order to relieve the situation that now exists it will be necessary to relocate the source of Johnsons supply away from the Castle property.

A source has been found which should restore the water supply to a condition far superior to what it was initially. It would be my recommendation to construct a receptacle and relocate the water line as follows:

Using a back - hoe dig an 8'x8'x4 ½' hole in the ditch line on the State Highway Right of Way; set in two 3' lengths of 48" conc. pipe; scoring the top and bottom of the first unit and the bottom of the second unit to allow water flow; back-fill around the pipe with crushed rock. Hook in 1½" plastic pipe and carry it down ditch line to a point below the Castle property, cross under the detour section in a metal pipe and tie into the existing 3/4" plastic line with a reducer.

Following is a list of materials and equipment needed, an estimate of their costs and an estimate of the total cost of the job.

7-of 10" or 12" conc. culvert. (no chg. available on job.)
2-3' sections of 48" conc. pipe. (no chg. " " ")
7 yds. (approx.) 1½"crushed rock @ $2.65
700' of 1½" plastic pipe @ ¢49
6 Nylon couplings @ ¢75
1 - L coupling @ $1.15
1 - 1½" -3/4" reducer @ $1.15
15 Stainless Steel clamps @ ¢35
1 3/4" waterproof plywood panel (no chg. available on job.)

Equipment and Labor:

1 back-hoe 2 days @ $10.00 /$5.00 gas.
1 truck 2 days @ $6.00 /$5.00 "
Labor and Supervision 2 days $120.00 (Approximate)

Total Estimated Cost: $535.60

cc: E. J. Hall

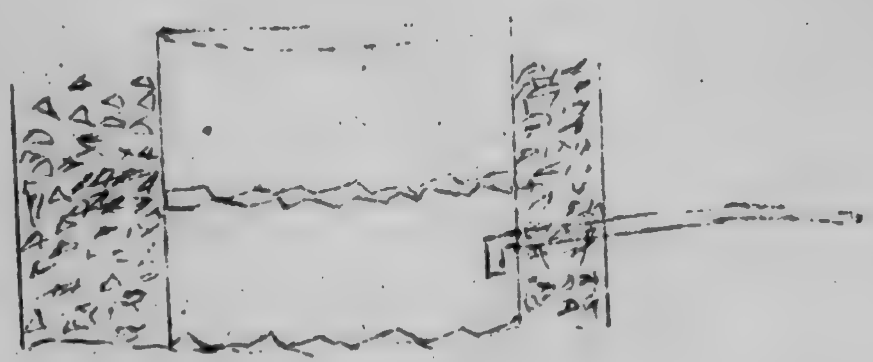
Sketch Map accompanying:

William R. Fretwell
William R. Fretwell
Division Geologist

Johnsons Water Supply
Westport - Clatskanie Junt
Prefix # 4 1091-900

Sketch Map No Scale

Recommended Receptacle:



Unit Consists of:

8 x 8 x 4½ Hole

2 Sections 3' x 48" Conc. Pipe
(Scored at Joint & on bottom as indicated.)

700' - 1½" Plastic Pipe with upper end extending thru back-fill into Conc Pipe & Connected to an "L" Connection. Plastic Pipe Could enter unit at Joint.

7 yds 1½" Crushed rock Back-fill.

Lid to be made from 3/4" Water Proof Sign boards

Area in ditch above receptacle to be diked & drained under road in 10" or 12" Conc. Pipe

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G 22 1962
FOR FILING

August 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplemental, covering the clearing and resloping in slide areas on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop & Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

The original Order No. 7 covering this work was approved by the BPR June 12, 1962, for an estimated amount of $1,500.00. Additional pop-out slides have occurred and a much greater amount of work will be required to correct slopes which will not stand as designed.

This supplemental work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encs.

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FOR FILING

6999

August 14, 1962

Mr. Paul J. Jolma
Attorney at Law
Clatskanie, Oregon

Dear Mr. Jolma:

Further reference is made to your recent letter concerning the interruption to Mrs. Edna M. Johnson's water supply on Route 2, Clatskanie.

The Department has thoroughly investigated this matter and is sympathetic with Mrs. Johnson's problem; however, at the time right of way was secured for the detour road, it was felt that all necessary rights had been obtained. So that nothing is overlooked, we are asking Mr. L. I. Lindas, the Highway Commission's legal counsel, to contact you and review this problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
L. I. Lindas - with copies of all correspondence on file; plus map

Salem, Oregon
August 13, 1962

Johnson Water Supply
Clatskanie

Mr. Forrest Cooper
State Highway Engineer
Office

You asked that I keep you posted regarding this matter. I doubt if the Highway Department is legally liable but I have talked to Leonard, and if he can make settlement on a reasonable basis, I recommend that we do so. This is the kind of situation where, even though we think we have no legal liability, we would get little consideration if the matter were placed before a jury.

For your information, our Resident Engineer, Ed Hall, had the State Board of Health check this water supply prior to the construction of the detour. Two samples were submitted, and both were returned with an adverse report. In other words, the water showed contamination and did not meet acceptable purity standards. Mrs. Johnson's source of water had been a box in a creek almost adjacent to the roadbed ditch. I understand that the source dried up every summer, and that she had to bring in water for extended periods of time.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw
Attachment

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1962

SUBJECT: Johnson Water Supply Problem
Westport-Clatskanie Section
Columbia River Highway
(Assignment: RLP-115)

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

A few days ago we received a copy of a letter from a Mr. Paul Jolma, attorney at law, Clatskanie. Mr. Jolma stated that the State had destroyed the domestic water supply of a Mrs. Edna Johnson and wanted to know what we were going to do about the matter.

In connection with this assignment I enclose copies of letters from Resident Engineer Hall and Assistant Division Engineer Asburry, along with a portfolio of photographs, two water bacteriological examination reports showing that the water prior to our work did not meet acceptable standards for purity, and a 1"=100' topographic map of the area.

For about sixteen years the Johnsons have used a water system in some form or other similar to this one. During the construction of the Palm Hill detour around a portion of this project, it was necessary to disrupt the Johnson's water system and a second water system owned by a Mr. Castle. These two systems had been tied together and were taking water from a small creek shown on the enclosed sketch. At the time that we destroyed the dual system we installed an alternate system by laying a 1-1/2" plastic line up the creek some 900' to a new source. Subsequent to this installation the alternate new source dried up and both the Castles and Johnsons were left without water. We have turned over the Castle problem to our Right of Way Department and we are informed that they have negotiated a cash settlement. The Johnson water supply problem has not been resolved as yet.

The Johnson family took water (when it was available) from this small creek by collecting it in a barrel immediately south of our right of way line and by transporting the water through a 24" State Highway drainage culvert across the SP&S Railroad tracks to their property. They had no permit for using the 24" highway culvert.

NOTED
R. L. PORTER

AUG 6 1962

We believe that there are legal problems involved here and recommend that the matter be turned over to our Legal Department for their consideration. If they feel, as we do, that we have an obligation here to provide either a replacement system or a cash payment in lieu thereof we would suggest that they contact Mr. Jolma and attempt to work out a suitable cash settlement to relieve us of any further obligation in the matter.

A rough draft of a letter to Mr. Jolma is enclosed.

F. D. Morgan
Construction Engineer

By FB Klaboe m
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: L. I. Lindas (Attachments)
J. D. Walker

FORM E-30X—90M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1962

SUBJECT: Assignment 188-K
Johnson Water Supply Problem
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. F. B. Klaboe

The subject matter has been turned over to Right of Way for settlement. Nothing is being done towards constructing a new water supply for Mrs. Johnson. It is my thinking that there are legal involvements in this and I believe the Right of Way Department has turned it over to the Legal Department for their consideration. Attached is the following data pertaining to this problem, which should be forwarded to either Right of Way or Legal, whichever is handling the case, when you are through with it:

1. Sketch map showing locations of original water systems for both Castle and Johnson, together with the temporary setup which was made during the construction of the detour.

2. Copy of a report from Resident Engineer Hall regarding the Johnson water system.

3. One copy each of reports from the Public Health Laboratory of samples of water taken from both sources prior to our starting work in this area.

4. Ten snapshots of the area showing the physical details regarding this matter. All ten snapshots were taken prior to our work in this area.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. W. T. Wright

CONSTRUCTION DIVISION
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JUL 18 1962
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FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1962

SUBJECT: Westport-Clatskanie Section

To: Mr. J. D. Walker
Division Engineer
OFFICE

ATTENTION: Mr. Ray Asburry

Enclosed find copies of letters from a Mr. Paul J. Jolma, Attorney at Clatskanie, and Mr. Porter concerning a water supply problem to a Mrs. Johnson's place on this project.

I believe that this is the case where her original supply was located within the boundaries of our existing right of way without permit and that you are studying the matter to see what can be accomplished. However, I must have a report of the progress that you have made and your recommendations for solution prior to July 18th.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: R. L. Porter ✓

[illegible]
JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

FORM E-30X—30M—6-61—36662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
July 12, 1962

SUBJECT: 4-1091
Westport - Clatskanie Section
Columbia River Highway

To:

Mr. J. D. Walker
Division Engineer
Office

Herewith vellum sketch map of the John Castle and Edna Johnson properties on the subject project showing the location of their water systems prior to construction of the Palm Hill detour, also the location of the temporary system as installed by the State during construction of the detour.

A few pictures of the Castle property showing the condition of the creek and driveway before and after construction of the detour are enclosed herewith. One picture shows the approximate location of the Johnson intake barrel but due to the foliage the actual barrel and pipe does not show clearly.

We have been told that the Johnson water system in some form or another, has been in this same location about 16 years and that it has given them quite a bit of difficulty due to freezing in the winter and running dry in the summer. Apparently no permit was secured for placing the pipe line on the R/W and through the State's culvert.

We sampled the water from both Johnson's intake and Castle's intake prior to start of work on the detour and according to the test reports, both samples were contaminated. The test reports are enclosed herewith. The Johnson intake was in the creek only a couple of hundred feet below Castle's cow barn and probably was being contaminated by the manure piled back of the barn and near the creek.

F. J. Hall
Sr. Resident Engineer

Encl.

C.C. Keats Oliver

July 11, 1962

Mr. Paul J. Jolma
Attorney at Law
Clatskanie, Oregon

Dear Mr. Jolma:

This is to acknowledge receipt of your letter of July 9 concerning a water supply problem on Mrs. Johnson's property, which is situated about two miles west of Clatskanie.

The matter will be immediately investigated and as soon as we have the facts, we will contact you further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan

Date [illegible]-12-62

ASSIGNED TO MORGAN By RLP No. 111

Letter From [illegible]

Dated July 9, 1962

Has Been Acknowledged By RLP

RE: [illegible]
about two miles west of [illegible]

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

CONSTRUCTION DIVISION
RECEIVED
JUL 12 1962
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

PLEASE RETURN TO
R. L. PORTER

Report Received ________ Completed 8-6-62

To Commission ________ Agreement gw

File Closed ________

PAUL J. JOLMA
ATTORNEY AT LAW
CLATSKANIE, OREGON

TELEPHONE 2135 RES. TELEPHONE 2777

PLEASE RETURN TO
R. L. PORTER

July 9, 1962

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Re: Edna M. Johnson
Rte 2,
Clatskanie, Oregon

Dear Sirs:

The above lady lives about 2 miles west of Clatskanie, near the end of the present detour leading from Clatskanie.

She said that when the detour was put in that she was guaranteed that her water supply wouldn't be bothered. She said that the water supply has been spoiled, or spoiled temporarily at least. She says the water is rusty, oil and dirty, a situation, which she never had before. The water is spoiling or has spoiled her sink, and she can't was clothes. She says that she can't drink the water. She showed me samples of the water, both before it was boiled, and after it was boiled; it is pretty bad.

The purpose of this letter is is to relay to you the demand of Mrs. Johnson that you take care of this matter at once.

Her water supply, I understand, is from the same source as John Castle, with whom you have had some dealings.

Very truly yours,

Paul Jolma

Paul J. Jolma

Porter: Handle & keep me posted.
C

RECEIVED
JUL 10 1962
OREGON
STATE HIGHWAY COMMISSION

[illegible] FOR WATER BACTERIOLOGICAL EXAMINATION

NAME OF WATER SUPPLY OR SWIMMING POOL: Johnson

ADDRESS OR LOCATION: Clatskanie, Ore.

DATE COLLECTED: 2 / 9 / 62 HOURS: ☐ A.M. ☐ P.M.

NAME OF COLLECTOR: Jim Brooks

SAMPLING POINT: SOURCE: Creek COUNTY: Columbia

CHLORINATED ☐ UNCHLORINATED ☐ MUNICIPAL OR COMMUNITY ☐ SEMI-PUBLIC ☐ PRIVATE ☒

SWIMMING POOL AND BATHING PLACES: ARTIFICIAL POOL ☐ NATURAL BATHING PLACE ☐

SEND REPORT TO
Ore. State Hwy. Dept.
P.O. Box 593
Astoria, Ore.

REMARKS

HL-10 Rev. 10-58

FOR USE OF LABORATORY ONLY

LAB. NO. 2918

THIS WATER DOES ☐ DOES NOT ☒ CONFORM WITH ACCEPTED STANDARDS OF PURITY.

DATE RECEIVED	DATE REPORTED
2-20-62	2-24-62

SEE BACK OF 1st COPY FOR ADDL. INFO.

VOL.-ML	1	10	10	10	10	10	MPN
24 HOURS	–	–	–	–	–	–	
48 HOURS	–	–	+	+	–	–	
CONFIRMATION			+	+			

VOL.-ML	10.	10.	1.	1.	.1	.1	.01	.01	MPN
24 HOURS									
48 HOURS									
CONFIRMATION									

CHECKED BY: Kn

PUBLIC HEALTH LABORATORY
OREGON STATE BOARD OF HEALTH
P. O. Box 231
PORTLAND 7, OREGON

FEB 1962

FEB 1962

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FEB 1962

Progress on New Road is Reported

State highway department engineers expressed themselves as believing the work on the Clatskanie to Westport section of the Lower Columbia river highway is progressing as rapidly as possible under the conditions which have been faced this year and that the section between Clatskanie and the west end of the by-pass at the Castle place can be used by traffic this winter.

Ed Hall, resident engineer on the project, said Wednesday he believed it would be ready early in October but that the by-pass would be kept in shape and operative in case of any emergencies.

The second shift was put to work on the west end of the cliff section last week and work is progressing as rapidly as possible in the cramped location.

Kuckenberg Construction Co., who have the contract, now have 54 men on the payroll here and a large amount of big equipment. They plan on putting a second shift to work in the Kerry section as soon as possible.

Much difficulty has been encountered along the entire route with the ground sinking or shifting with the necessary fills and many tons of extra rock and dirt have been necessary. The most noticeable of this problem has been on the Kleger property near the Midland road but it even was encountered in the slough area below the cliffs just west of town.

Contrary to reports which have been circulated, no extension of time has been granted to the Kuckenberg Co, and none has been asked.

Kuckenberg's contract with the highway commission calls for completion in 185 work days and a work day is defined as one in which 60% of a normal day's work can be accomplished. Thirty-five days have already been charged against the company.

Hal Fackler is superintendent of the Kuckenberg operations here. It is estimated that they have already moved approximately a quarter million yards of material.

Keats Oliver is the engineer locally in charge for the highway commission.

RECEIVED
FORM E-8 1962 -61 0230

~~FOR FILING~~
5999

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

July 11, 1962
Salem 10, Oregon

SUBJECT: Claim of Kuckenberg Construction Co., Inc.
Railroad Flagging Costs
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. R. L. Porter
Assistant Highway Engineer

O F F I C E

I forward you herewith a copy of a report by Mr. Alan Johansen of our staff, relative to the above claim.

You will note his conclusion is that the claim is not legally sound, although there is a possibility that if litigation was commenced by Mr. Kuckenberg he could probably stay into court requiring an ultimate decision by either a judge or a jury.

In view of his findings, I feel we should deny the claim of Kuckenberg.

L. I. Lindas

L. I. LINDAS
Chief Counsel

NOTED
R. L. PORTER

LIL:dc
Attachment
cc: Fred Klaboe

JUL 12 1962

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

SUBJECT: Claim of Kuckenberg Construction
Co., Inc.
Railroad Flagging Costs
Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. L. I. Lindas
Chief Counsel
Office

Subsequent to a conference regarding this claim on June 8, 1962, we have studied this claim and have examined the contract documents and pertinent legal authorities.

The contractor's claim is that it should not be compelled to pay for railroad flagging from February 3, 1962, when work on the project was shut down, until such time as work was resumed. At the time of the conference on June 8, it was anticipated that work would be resumed within the near future.

The contractor's principal reason for its position on this claim, which was often repeated during the conference, was to the effect that there had been a substantial change of conditions from what had been originally anticipated. The assertion was to the effect that at the time the job was bid, all parties concerned anticipated that much of the excavation to be done would involve cutting through almost solid rock; instead, as the work progressed, much softer material appeared, which caused a number of slides in the project area (apparently only one of these slides was of any consequence).

The slides which occurred caused the railroad to be apprehensive of more slides, as a result of which the railroad has had a number of people patrolling their tracks in the area and flagging traffic some 17 hours a day ever since the job was shut down.

The contractor also pointed out that the change in conditions is shown by the plans, which call for a 1/4 to one slope, clearly indicating that the nature of the material would be solid or nearly solid rock.

The contractor also stressed that at least a part of the flagging costs in question involved railroad personnel working in the area of slide clearance work by the contractor, outside the original contract limits.

We made no definite commitments at the conference, but advised that we would let the contractor know of our decision regarding this claim.

Contract Terms

> (Attached hereto, on separate pages, are extracts of pertinent provisions of the Standard Specifications and Special Provisions. For convenience in reference thereto in the text of this memorandum, each extract from the Special Provisions has been numbered and will be so referred to in the text; e.g. "S.P. 1").

First, it should be noted that under the terms of this contract, it is of no materiality whether either the contractor or the State thinks that any particular flagging was or was not necessary. See S.P. 1. So long as the railroad acts in good faith, their judgment on what flagging is necessary is to govern.

Also, it was anticipated in the contract that such railroad flagging costs might be incurred during work "in proximity to the railroad" (S.P. 2). It was also agreed that the contractor would be responsible to the railroad for expense or loss resulting from the work (1.7.18). We do not understand the contractor to be contending that the railroad is charging him, through the State, for patrolling tracks in potential slide areas where such danger would exist even if there were no highway construction. Hence, it is regarded as immaterial that some of the costs may have been incurred outside the original project limits.

We understand that some of the work which has been done by the contractor, in connection with which the railroad has deemed it necessary to employ patrols and flagmen, has been done on an extra work or force account basis. In this connection, attention is directed to Section 1.9.7, relating to payment for force account work, providing in part that the percentage allowance specified therein, over actual costs for labor, materials, etc., will be compensation for all "indirect costs and losses of all kinds, and all other items of cost not specifically designated. . . ." Accordingly, the fact, if it be a fact, that the railroad has incurred such costs because of its apprehension of further slides, and that such apprehension was induced by work being done on a force account basis, would not appear to entitle the contractor to shift the cost to the State, to any greater extent than as to any other work under the contract.

Changed Conditions

The contractor's argument that the conditions of the work proved to be different from what was anticipated is not, as such, legally sound. There is no so-called "changed conditions" clause in the contract; on the contrary, see Section 1.3.3, obligating the contractor to inspect the site, inform himself of conditions, etc.

Further, even if the excavation had been in material primarily consisting of rock, as originally anticipated, he should have foreseen that normal weather conditions along the lower Columbia River in winter and spring months are such that substantial shut down periods were probable. We understand the railroad to have taken the position that they would have found it necessary to patrol and flag during this period of time, whether the contractor was actually working or not.

Reliance on Plans

However, as was mentioned above, the contractor has urged that the original plans, when the job was bid, called for a 1/4 to one slope, indicating solid or nearly solid rock, rather than the softer material actually found.

In some instances, a contracting agency has been held to warrant the plans and specifications. That is, the contractor who bids for public work, has been said to have a right to depend upon plans and specifications to indicate the conditions of the job and, if actual conditions are found otherwise, requiring extra work and expense, he is entitled to proper compensation. See Cohen, Public Construction Contracts and the Law (F. W. Dodge Corp. 1961), page 109, and cases cited.

As stated by another author on the subject:

> "The general rule is that where plans and specifications indicate that certain conditions exist and may be relied upon in preparing a bid, the contractor is entitled to compensation for increased cost of the work resulting from different conditions encountered." Werbin, "Legal Cases for Contractors, Architects and Engineers" (Central Book Co., 1961), p. 371, citing Maryland Casualty Co. v. City of Seattle, 116 P.2d 280.

This rule has been applied even where the contract contains a clause similar to Section 1.3.3, requiring the contractor to inspect the site, inform himself of conditions, etc.

United States v. Spearin, 248 U.S. 132, 39 S.Ct. 59 (1918); *Hollerbach v. United States*, 233 U.S. 165, 34 S.Ct. 553 (1914); *United States v. Utah, etc., Stage Co.*, 199 U.S. 414, 26 S.Ct. 69 (1905).

In *Inland Constr. Co. v. City of Pendleton*, 116 Or. 668, 242 P. 842 (1926), it was held, in part, that a sewage plant contractor was not entitled to extra compensation, on a reasonable value basis, although the quantity of necessary rock excavation was approximately double the quantity estimated by the city. It was noted that the city's test borings had been made known to the contractor, and that the estimates, which were expressly stated to have been made for "comparison of bids," could not be considered as representations or warranties. The court said that: "The contractor assumed the risk. . . . The mere fact that more rock was encountered than anticipated is a hazard of the business in which plaintiff is engaged." 116 Or. at 679. It was also held that *Hollerbach v. United States*, supra, and similar cases were not applicable for the reasons stated in *Palmberg v. Astoria*, infra.

In *Palmberg v. Astoria*, 112 Or. 353 (1924), a street contractor sought extra compensation, under a lump sum contract, when the quantity of fill required turned out to be greatly in excess of the City Engineer's estimate, as given in the bid forms. At the trial, it appeared that the true amount of fill required was readily ascertainable from the plans, which showed correct measurements. The erroneous estimate in the bid forms was due to a mistake in arithmetic by one of the Engineer's assistants.

The contractor's theory was that the city had fraudulently misrepresented the amount of fill required. Recovery was denied by the Supreme Court, primarily because there was no intent to deceive, and hence no basis for a recovery in fraud. Although the question of a warranty of plans was thus not directly involved, the Court distinguished *Hollerbach v. United States*, supra, and several similar cases, summarizing them as follows:

> "The precept laid down there is that a *positive, direct statement of fact* must be treated as made and is in the nature of a warranty which must be strictly adhered to but where an approximation is given and it is so stated, the party accepting such a statement must take it at its own value and cannot rely upon it as if it were made positively. So, in this case, where the plaintiff was warned in advance that the quantities were approximate

> only and that no additional compensation would be allowed on actual quantities employed, he made his bid with his eyes open and at his own risk and the city cannot be held liable under such circumstances." 112 Or. at 375. (Emphasis added)

Accordingly, it is believed unlikely that Oregon law would treat plans calling for a 1/4 to one slope as "a positive, direct statement of fact," giving rise to a warranty that the necessary excavation would be through rock.

It may also be observed that the difference in material to be excavated, from that anticipated, may not have caused the contractor any loss. Normally, rock excavation is considerably more expensive to a contractor than earth excavation. It is conceivable, without studying the actual quantities and unit prices involved, that it may have cost the contractor less to excavate the greater quantity of earth (required by the increased slope) than it would have cost to excavate the smaller quantity of rock originally anticipated. If so, this saving might well equal or exceed the amount of increased railroad flagging costs which could be attributed to the difference in material.

Conclusion

It is our opinion that this claim is ultimately not legally sound, although it is recognized that the contractor might, in the event of litigation, assert a 'warranty of plans" without being laughed out of court.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.

APPENDIX

Extracts from Special Provisions

S.P. 1

General Conditions:

". . . the Company shall have the right to furnish all such flagging or protective service as in its judgment might be necessary to insure safety of Railway's operations, and the State shall reimburse the Company for the cost thereof." . . ."

S.P. 2

Flagging Conditions:

"Flagging and other protective services and devices will be provided by the Company to protect its facilities, property and movements of its trains or engine.

"In general, the Company will furnish such flagging or other protective services and devices:

. . . .

"(b) During any clearing, grubbing, grading or blasting in proximity to the railroad, which, in the opinion of the Company's representative, may endanger or interfere with the railroad's facilities or operations."

S.P. 3

Flagging Payments:

. . . .

"The cost of all necessary personnel provided by Railroad during the period of constructing the project as deemed necessary for the protection of Railroad's facilities and trains, and the cost of installing telltales or other protective devices in the case of impaired vertical clearance, as above specified, shall be borne by the contractor and sums sufficient to cover the claims based upon bills rendered to the State by Railroad for such costs, will be deducted from the progress and final pay estimates due the contractor."

S.P. 4

Damage to Railroad:

. . . .

"In the event the work of the contractor during construction of the highway should block the use of the Railway Company's track and/or appurtenances by reason of making the track unsafe for operation, the contractor shall reimburse the Railway Company for all costs and expenses incidental to the detouring of its traffic while the Railway Company's track is being cleared or put in a safe condition, and also for all time lost and all expenses incurred incidental to delay of the Railway Company's trains pending removal of material from the Railway Company's track or the making of the Railway Company's track safe for movements of trains thereon."

Extracts from Standard Specifications

1.3.3

Examination of Plans, Specification, and Site of Work

"It is understood that the contractor, before signing the contract, has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials. The State will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work."

1.7.18

Damage to Railroads

. . . .

"The contractor shall be solely and directly responsible to the owners and operators of such properties for any damage, injury, expense, loss, inconvenience, or delay which may result from the carrying out of the work to be done under the contract, ...'

1.8.5

Temporary Suspension of the Work

. . . .

"The contractor will be responsible for all damage to the work that may occur during suspensions of work the same as though the damage had occurred while the work was in progress."

1.9.7

Payment for Force Account Work

. . . .

"The percentage allowances made to the contractor in accordance with the terms outlined above will be understood to be reimbursement and compensation for all superintendence, use of tools and small equipment, overhead expense, bond cost, insurance premiums, profits, indirect costs and losses of all kinds, and all other items of cost not specifically designated herein as items for which payment is to be made, whether the services, costs and other items involved are furnished or incurred by the contractor or by the subcontractor. No other reimbursement, compensation or payment will be made for any such services, costs or other items."

RECEIVED
JUL 6 1962
FOR FILING

[illegible]

5999

July 6, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-Supplemental covering slide removal on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

The original of this order in the amount of $40,000 was approved by the BPR April 27, 1962. In removing the slide it has been discovered that there is approximately twice as much material to be moved as originally estimated. Removal of the material to solid rock is necessary to prevent future slides.

The additional work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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JUN 29 1962
FORM E-30X—80M—11-61—60831
FOR FILING

990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1962

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

On June 8, 1962, a meeting was held in the office of the Construction Engineer to discuss a charge of $1,628.36 for railroad flagging during the month of February, 1962, made against the contractor. Present at this meeting was Mr. Johansen of your office and the meeting was adjourned with the understanding that Mr. Johansen would investigate the legal complications and advise us how to proceed.

We have now received a second letter from Mr. Kuckenberg, a copy of which is enclosed, protesting the charges for the month of March and April in the amount of $3,266.89. This should be considered along with the first protest and is forwarded to your office for the same decision requested on June 8.

Please advise if there is any further information you need for your determination.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

FBK:bjh
Attachment

cc: R. L. Porter (Attach.) ✓
J. D. Walker (Attach.)

RECEIVED
JUN 29 1962
OFFICE
STATE HIGHWAY ENGINEER

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

June 25, 1962

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Frank Morgan
Construction Engineer

Re: Contract 5999
Columbia River Highway
Westport-Clatskanie Sec.
Clatsop & Columbia County

Gentlemen:

Referring to our letter of June 8, 1962 we herewith protest the charge against us in the sum of $3266.89 for S. P. & S Railroad flagging for the months of March and April 1962.

Our proest is covered by the same conditions related in our letter of June 8, 1962. We feel that no charge should be made until the slides are removed or remedied so that no danger exists due to falling trees, rock or debris onto the railroad tract or right of way.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

Henry Kuckenberg

Henry Kuckenberg, President.

HK:gl
cc: James Dezendorf
Hal Fackler
Ed Hall

CONSTRUCTION DIVISION
[illegible]
JUN 26 1962
[illegible]

RECEIVED
JUN 15 1962
FOR FILING

5377

June 14, 1962

Mr. A. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering additional clearing and resloping on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop & Columbia Counties, Contract No. 5377, in connection with Federal-Aid Project No. F-221(10).

This work is necessary to correct numerous "pop-out" slides which have occurred, breaking back of the normal slope lines. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

G. S. Paxson
Deputy State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 9 1962

FOR FILING
[illegible]
5999

32713-AW [illegible] 24

Salem, Oregon
June 7, 1962

Agenda Item 1c-1

File No. 32713 - Coleman
Westport-Clatskanie Section
Columbia River Highway
Columbia County

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the Ernest Coleman property on the Westport-Clatskanie section of the Columbia River Highway in Columbia County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

FH
Attach: 2

FORM E-30 80M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1962

AGENDA
MAY 25 1962
1c-1
1c-1

SUBJECT: AGENDA ITEM FOR
MAY 25 MEETING
File No. 32713 - Coleman
Westport-Clatskanie
Section
Columbia River Highway
Columbia County

To:

Mr. Floyd Query
Secretary

Office

1 copy in Suspense

Please place on the agenda of the May 25 meeting an Indenture of Access between the State of Oregon and Ernest Coleman.

Two copies of the instrument should be returned to us after approval and execution by the Commission.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WE
Attachments
Indenture in triplicate

cc Mr. L. I. Lindas

(A)
2 COPIES TO
BE SIGNED
(by Commission)

OTED
YD QU

R.E

RECEIVED
JUN 4 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 31, 1962

SUBJECT: Construction Speed Zone
Columbia River Highway

To:

Agenda Item: 3c(7)

MEMO TO FILE

The State Highway Commission at its meeting of May 25 approved the placement of a temporary construction speed zone as follows:

30 MPH ... on Palm Hill detour in connection with construction on the Westport-Clatskanie Section of the Columbia River Highway, effective 8 a.m., PST, April 16, 1962.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
J. D. Walker
R. M. Smith

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED

FORM CD-121 (9-22-59)

UNITED STAT. GOVERNMENT

Memorandum

U.. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: May 21, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5979

copy To: Young -with attachment 5-22-62

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie Section
State Force Order No. 8

Reference is made to Mr. L. H. Young's letter of May 16, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor was neither properly equipped nor staffed to perform this emergency work in the short time available.
2. State Maintenance Forces were readily available to perform the work set forth in subject order in an expeditious and economic manner.
3. Assistance by State Forces enabled the contractor to complete the Palm Hill emergency detour at the earliest possible date when time was of particular essence.

Reimbursement will be made on an actual cost basis with our approval retroactive to February 16, 1962.

RECEIVED
MAY 21 1962
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1962
FOR FILING

[illegible]

May 16, 1962

Mr. C. G. Fulk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 8, Account Nos. 230 and 231, covering the construction of water lines and culverts on the emergency detour on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

This work was necessary to get the Palm Hill emergency detour in use. The planned detour, being used for one-way traffic, was sloughing and dangerous for any traffic. Two domestic water systems required revision and culverts installed for the detour. The contractor did not have experienced men for the water systems and not enough men to keep the culverts installed ahead of the construction. The help of State forces, which were available, was necessary to get the detour in use. Tentative verbal approval for the use of State forces, which started February 16, 1962, as an emergency measure, has been recommended by the BPR Area Engineer.

The total estimated amount of the Order is $2,200 with Federal participation of $1,320. Your approval of the Order, retroactive to February 16, 1962, under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 14 1962
FOR FILING

5999

May 10, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide removal on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

The slide, located directly above the new roadbed cut is, at present, inactive. The toe of the slide will be excavated and will undoubtedly start the slide moving. It is more practical and economical to remove the slide material now than after the cut is made.

This work has been verbally approved by the BPR District and Area Engineers and the Field was authorized to proceed as an emergency measure April 27, 1962. Actual clearing of the area was started May 1, 1962, and approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAY 10 1962
FOR FILING

FORM E-133X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5999

May 9, 1962

Penry's Lumber Hauling
9443 N. [illegible]
Portland 17, Oregon

Attention Mr. J. E. Penry

Re: Towing Bill
Hain Hill Detour
Westport-Clatskanie Section
Columbia River Highway

Gentlemen:

This will acknowledge receipt of your letter of recent date, enclosing a towing bill from Hickenberg Construction Company.

This is to advise that the State Highway Department cannot accept responsibility for this bill. According to our information, the only part played in this transaction by any Highway Department personnel was to relay from your driver to Hickenberg a request for assistance. We are also advised that your driver guaranteed that your company would pay the bill. Under the circumstances, it appears that this is a matter to be worked out between you and Hickenberg Construction Company.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: F. B. Morgan
R. L. Porter
J. D. Walker

RECEIVED
MAY 9 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 1962
FOR FILING

FORM ...

5999

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

SUBJECT: Towing Bill
Palm Hill Detour
Westport-Clatskanie Section
Columbia River Highway

Attached find copies of correspondence concerning a tow bill which we believe is self-explanatory. If, after studying the matter, you determine that we are not involved, please write to Mr. Henry stating our stand in the matter.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: R. L. Porter
J. D. Walker

RECEIVED
MAY 4 1962
FOR FILING

5999

May 2, 1962

Honorable John W. Whipple
County Judge
Columbia County Court
St. Helens, Oregon

Dear Judge Whipple:

Thank you for your April 23 letter formally granting the Highway Department permission to use the E. J. Elliot Road, P-187, as a portion of a detour at Clatskanie. Upon completion of the Westport-Clatskanie Section, we will recommend to the Highway Commission that the 4000-foot extension which was constructed to extend the detour, be turned over to Columbia County.

Your cooperation in this matter is very much appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:aje

cc Forrest Cooper
W. C. Cox - Handle this please
F. B. Morgan
J. B. Walker

LOUIS J. WASSER, COMMISSIONER
GOBLE

O. D. CLARK, COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

April 23, 1962.

Mr. Forrest Cooper,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Cooper:

It has come to my attention that we have not formally granted your request to use the E. B. Elliott Road, P-187, as a part of the detour for Columbia River Highway (U.S. 30) traffic, during the construction of the Clatskanie-Westport section of said highway.

In your letter of February 20, 1962, you state that you are constructing a section to connect back to the Lower Columbia River Highway, thus making a continuous road over the hill. We will be happy to grant the permission requested in your letter, and would like also to request the 4,000 foot extension that has been constructed by the Highway Department be turned over to Columbia County as a part of its road system when you are through using it as a detour.

Yours very truly,

John W. Whipple

John W. Whipple
County Judge

JWW:n

Porter.

RECEIVED
APR 25 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 27 1962
FOR FILING

5999

April 27, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of a 30-mile-per-hour construction speed zone on the Palm Hill detour. This detour is necessary, in connection with the Westport-Clatskanie Section of the Columbia River Highway, which is now under construction.

This speed zone was placed in effect at 8:00 a.m. on April 16.

The matter will be on the agenda for the May 25 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw hlb

FORM E-20 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 18, 1962

SUBJECT: Construction Speed Zone
Palm Hill Detour
Columbia River Hwy. - West of Clatskanie

To: J. Al. Head
Ass't. Traffic Engineer
OFFICE

Because of a slide in the construction section on the Westport-Clatskanie Section of the Columbia River Highway just west of Clatskanie, it has been necessary to detour US30 traffic via the Mist-Clatskanie Highway to a Columbia County road, thence over that County road to its end and then over a short section constructed by the State Highway Department as shown on the attached County map.

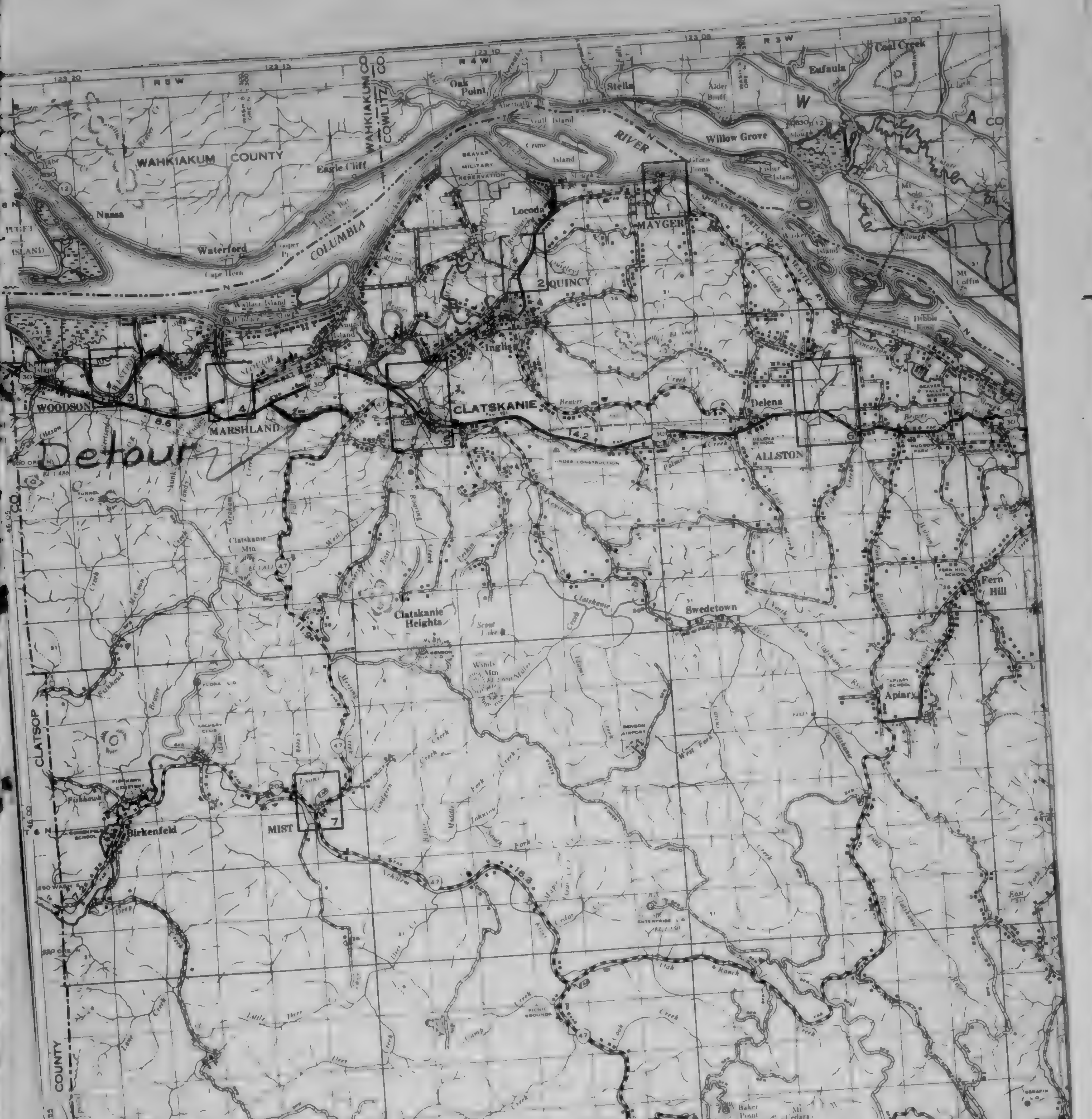
On Monday, April 16, Mr. Fred Klaboe, Ass't. Construction Engr., Mr. Ray Asburry, Ass't. Division Engr., contacted me stating that considerable difficulty was being experienced on this detour andthat Mr. R. M. Smith, DMS, had requested that a 30 MPH construction speed zone be established. Permission was granted effective 8:00 a.m., that date. I believe that even though a portion of this detour is over a County road, the State Highway Commission has jurisdiction inasmuch as the State Highway Department is responsible for maintenance and operation on the road during the period that it is being used by highway traffic. However, to be sure of our ground on this matter, I discussed this with Mr. Verne Jones, County & City Relations Planning Engineer, and he will take it up with the Columbia County Court and obtain its blessings for establishment of a speed zone under ORS 483.532, which has to do with protection of the highway roadbed.

There is attached a suggested draft to the Highway Commission covering the establishment of a speed zone.

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

NOTED
J. AL HEAD



Detour
WAHKIAKUM COUNTY
WAHKIAKUM CO
COWLITZ CO
Oak Point
Stella
Coal Creek
Eufaula
Alder Bluff
Willow Grove
Eagle Cliff
Nassa
PUGET ISLAND
Waterford
COLUMBIA
RIVER
Cape Horn
Wallace Island
Crims Island
Gull Island
BEAVER MILITARY RESERVATION
Locoda
MAYGER
QUINCY
Inglis
WOODSON
MARSHLAND
CLATSKANIE
Delena
ALLSTON
Clatskanie Mtn
Clatskanie Heights
Scout Lake
Swedetown
Fern Hill
Apiary
Fishhawk
Birkenfeld
MIST
Pittsburg
VERNONIA
Keasey
CLATSOP COUNTY
CLATSOP CO
R 5 W
R 4 W
R 3 W
30
47
8.6
14.2
16.2

FORM E-30X 50M 7-58 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
April 9, 1962

SUBJECT:

To: J. D. Walker
Division Engineer

SALEM

RECEIVED
APR 10 1962
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Attention: G. W. Wimer

This request may sound unusual or fantastic but, nevertheless, we would like to request a reduced speed limit on the Clatskanie detour to 30 Miles Per Hour.

R. M. SMITH
District Maintenance Supt.

RMS:plb

cc: Earl Roper

RECEIVED
APR 24 1962
FOR FILING

MEMO TO FILES
APRIL 23, 1962

RE: COLUMBIA COUNTY

Mr. Val Johnson, Traffic Control Engineer, Traffic Division, requested that contact be made in regard to a controlled speed to be placed on the detour of Columbia River Highway near Clatskanie during the construction period of the Westport-Clatskanie Section.

I met with the Columbia County Court at 11:00 A.M. on April 18 in regard to this matter. The Court was asked if they would send a letter requesting that a 30 mile per hour speed limit be posted on that portion of Elliott Road being used as part of the detour. They will send letter of request for same.

The Court also mentioned that they would like to relocate an approach to US 30 near Delena at an intersection of Columbia River Highway No. 2, State Primary Highway, and the Lost Creek Road, Columbia County Road. This would make it possible to eliminate a portion of the Lost Creek Road running parallel on the southerly side of US 30.

Mr. Doug Walker, Division 2 Engineer, will contact the County Court in regard to this matter.

Also, it was requested by the Court that the State Highway Department relinquish their part of the US 30 detour to the Court upon completion of the Westport-Clatskanie Section of the Columbia River Highway No. 2.

They will at this time write a reply to Mr. R. L. Porter, Assistant State Highway Engineer, granting the State full use of the portion of Elliott Road, Columbia County Road, as a detour for temporary routing of traffic during the period of construction.

Mr. E. E. Johnston, DMS, District 1C, accompanied me on this trip to Columbia County in regard to acquisition of approximately 2500 c.y. of pit run material to be taken from the State Highway Department's Deer Island gravel pit by the Columbia County Road Department. Mr. Johnston mentioned a letter would be in order addressed to A. E. Johnson, Division 1 Engineer, with a request for the mentioned material to be acquired from the State.

I also told the Court they would be notified immediately when the BPR approved the request of establishing the Fishhawk Road, Columbia County Road, as Federal Aid Secondary Route No. 648.

Don Harwell

Don Harwell, Mapping-Records Engineer
County and City Relations Division

DNH:mm
cc: R. L. Porter
Tom Edwards
A. E. Johnson (2)
J. D. Walker (2)
Val P. Johnson

RECEIVED
APR 23 1962
FOR FILING

5927

COMMISSIONERS
M[illegible]VER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., Monday, April 16, permission was granted for the establishment of a 30 MPH construction speed zone on the Palm Hill Detour for the Columbia River Highway between the Mist-Clatskanie Highway and the Columbia River Highway, west of Clatskanie.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

J. Al. Head
Assistant Traffic Engineer

pk
bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
APR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM R-128-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

2999

March 30, 1962

Clatskanie P.U.D.
Clatskanie, Oregon

Attention: Mr. Al Bailey

Re: Emergency Power Line Adjustment
Palm Hill Detour
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties
Project No. F-221(10)

Gentlemen:

Your estimate and plan of work for the emergency adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. This is considered to be a supplement to the original agreement, and authorization to proceed was granted October 10, 1961.

Reimbursement for work done subsequent to that date will be made in accordance with PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By Litchfield

T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

TWL:bjh

cc: G. S. Paxson ✓
R. L. Porter
J. D. Walker
E. C. Hall
C. H. Maison
C. G. Polk

RECEIVED

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

FOR

Memorandum

F-221 (10)

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: March 26, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

C G Polk

copy

Jamy 3-29-62

SUBJECT: Emergency Utility Adjustment
Clatskanie P.U.D.
Westport-Clatskanie Section
Columbia River Highway
Project No. F-221 (10)

We hereby approve your letter of March 16, 1962, supported by the Utility Company estimate and sketch map, as evidence of an agreement to perform emergency utility work; this approval refers specifically to adjustments to the Utility company facilities necessitated by construction of the Palm Hill detour due to a slide at Station 715 on January 22, 1962.

Retroactive authorization to proceed with the work is granted in conformance with the emergency. For purposes of reimbursement, this authorization shall be considered as a supplement to the original agreement authorized October 10, 1961, and subject to the provisions of PPM 30-4.

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1962

FOR FILING

5999

March 26, 1962

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-Revised covering emergency detour on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

Due to slide conditions the plans for stage construction could not be followed and the detour was planned as an alternate. Due to the necessity of getting traffic off of the present highway for safety, work on the detour was started February 2, 1962. Approval as of that date is requested.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 22 1962
FOR FILING

5999

March 20, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

Herewith are the following data covering emergency work of adjusting facilities of the Clatskanie Peoples' Utility District in connection with constructing the detour on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the District for adjusting its facilities.

2. Two copies of the estimate of cost prepared by the District for making the adjustments.

3. Two copies of the sketch prepared by the District showing the work to be done.

Your approval of the agreement covering the extra work as evidenced above and inclusion of this agreement and authorization to proceed with this work with the original Utility approval are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. H.

L. H. Young
Office Engineer

DBP:bb

RECEIVED
MAR 22 1962
FOR FILES
4999

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: March 20, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

CGPolk

Copy To
[illegible] - with attachment
MAR 22 1962

SUBJECT: Oregon Project F-221(10)
Westport-Clatskanie
State Force Order #7

Reference is made to your letter of March 15, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provision of PPM 21-6.3 for the furnishing and installation of warning signs and traffic signals through the slide area on the mainline, stations 712 to 720, for the following reasons:

1. The contractor on the project was neither equipped nor staffed to perform the emergency type work contemplated within the short time limit desired. It was desirable to perform this work immediately in order to save the cost of manual flagging through the slide area on a twenty-four hour basis.

2. The State had the necessary equipment, materials, and personnel to perform this work immediately.

3. A substantial savings was realized from early installation of the warning signs and traffic lights.

Signing of the Palm Hill detour by State forces is not considered to be in the public interest. Sufficient time was available to perform this work by contractor price agreement or force account. Federal participation in this order will be limited to cost of furnishing and installing of warning signs and traffic signals through the main line slide area.

RECEIVED
MAR 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1962
FOR

5999

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 16, 1962

Kuckenberg Construction Co., Inc.
Box 7407
Portland 20, Oregon

Subject: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Gentlemen:

If the Palm Hill detour now being constructed on the subject project works as anticipated, it will not be necessary to perform all of the surfacing work on the Stage 1 detour as planned. You are hereby advised that this unnecessary work will not be performed, causing a deletion and/or a reduction of some of the contract items.

The following is a list of some, but not necessarily all of the items affected, with the estimated amount of reduction:

Item No.	Item	Estimated Amount of Reduction
55	Salvage and Reinstall Guard Rail	6,800 Lin. Ft.
58	Coarse Crushed Material in Base	13,500 Tons
59	3/4" - 0 Material in Base	2,800 Tons
64	Furnishing and Placing Aggregates	560 Cu. Yds.
66	120-150 Asphalt	35 Tons
67	RS-1 Asphalt	20 Tons

For further information and more exact figures regarding this matter, please contact the Resident Engineer.

This letter is sent to further caution you not to produce or arrange for purchase of any of the items involved.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. E. J. Hall

RECEIVED
MAR 16 1962
FOR FILING

5797

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 273-274 covering traffic signals and directional signing on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

Due to conditions beyond the control of the State or contractor, the use of State Forces on the signing work is necessary. Because of slide conditions between Stations 705 and 775, with 24 hours flagging required, and danger to traffic, a detour is being constructed around the project.

The time saved is of particular importance in the construction of the project. The contractor would have had to order materials and subcontract the work. The State Forces were immediately available and signs and sign materials, purchased by bid on the open market were on hand.

The total estimated amount of the order is $1,020.00 with Federal participation of $612.00. The flagging cost, with 100% participation, would amount to a possible $8,700.00.

This work has been verbally recommended for approval by the BPR Highway Engineer. Due to the emergency nature of this work and to avoid delay in construction this work was started February 3, 1962. Your approval of this order to include work done on and after this date is requested.

Very truly yours,
Forrest Cooper
State Highway Engineer
By
L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 14 1962

FOR FILING

[illegible]

March 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the lowering of the grade in a rock cut on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal-Aid Project No. F-221(10).

The fill between Stations 671 to 691 is on soft ground. It is not yet to grade, but is showing very definite signs of subsistence. In order to hold the fill it is necessary to lower the grade and lighten the weight of fill.

This will make it necessary to lower the rock cut between Stations 691 and 699 to meet the fill grade. The cut has been brought close to the original grade. It is necessary for the contractor to move back into the cut, drill and shoot 5-6 feet deep. This is stated to be more difficult than deeper shooting and hauling.

Justification for the $2.00 per cu.yd. agreement price has been prepared by our Chief Cost Analyst and two copies are attached.

The work has been verbally recommended for approval by the BPR Highway Engineer. In order to avoid delay in construction, the Field was authorized to proceed with this work February 2, 1962. Approval of the agreement as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5999

March 9, 1962

Kuckenberg Construction Company, Inc.
P. O. Box 7407
Portland 20, Oregon

RE: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

Gentlemen:

On March 7 our Division Engineer, J. D. Walker, contacted Mr. Larry Kuckenberg in regard to the present status of the subject project, discussing the following:

The construction of a detour road which will eliminate the problem of maintaining traffic between Station 707 and Station 1666 of the project and will result unquestionably in a very considerable saving to the contractor. In view of this altered condition, it is the opinion of the Department that at least a portion of the savings resulting should be reflected in favor of the Highway Department. The construction of the detour has proved to be an item of very considerable expense and it definitely results in savings to the contractor.

It is therefore our contention that a Price Agreement should be entered into reducing the bid price of excavated materials. Your careful consideration of the matter and compliance with this request will be appreciated.

NOTED
G. S. PAXSON

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cc G. S. Paxson
R. L. Porter
J. D. Walker

RECEIVED
MAR 13 1962
FOR FILE

March 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering adjustment of water lines on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

There are several water lines belonging to small water districts and community lines crossing the highway. It is necessary that they be adjusted for construction.

The districts are too small to retain forces for this work and they have requested the State to adjust the lines. The work has been verbally recommended for approval by the Bureau of Public Roads Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 9 1962

FOR FILING

5999

March 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the construction of fence panels below normal fence at gullies, etc., on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

Standard Specifications for Fences, January, 1960, which are a part of this contract, provide that fencing below the normal fencing elevation in gullies, ditches and abrupt depressions, shall be "extra work".

Approval has been verbally recommended by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb
Encs.

MAR 2 1962

FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 1, 1962

Kuckenberg Construction Company, Inc.
11104 N. E. Holman Street
P. O. Box 7407
Portland 20, Oregon

Westport-Clatskanie Grading
and Paving Project
Contract No. 5999

Gentlemen:

Receipt of your letters dated February 6 and February 7 is hereby acknowledged.

Referring to the letter under date of February 6 wherein you indicate that you are having trouble in carrying out the terms of the contract under removal of earthwork, Stage 1 and Stage 2, you are aware that we are at the present time constructing a detour around this area and that the earthwork conditions will revert to those quite similar to those which existed at the time of entering bids. It is intended that highway traffic will be routed around the detour.

Referring to your letter of February 7 wherein your insurance company indicates that they may not be able to continue insuring you under conditions which existed on February 7, it would appear that the construction of the detour would make this original complaint unnecessary.

I am, by a copy of this letter, asking Division Engineer J. D. Walker to contact your company and work out details for removal of the earthwork originally set up under Stage 1 and Stage 2. Method of handling this excavation shall be determined by the Division Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM:fp
cc G. S. Paxson
R. L. Porter
J. D. Walker

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALpine 3-7533

PORTLAND 20, OREGON

Morgan

Whatever action is indicated

February 7, 1962

Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Westport - Clatskanie Grading
and Paving Project - Contract #5999

Dear Mr. Cooper

Please refer to our letter to you of yesterday.

Enclosed herewith is a photocopy of a letter we have just received from the representatives of our insurance carrier.

Very truly yours,

KUCKENBERG CONSTRUCTION CO.

By Henry Kuckenberg
President

HAK:lc

Enclosure

REFERRED TO
Porter
State Highway Engineer

RECEIVED
FEB 8 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1962
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

LLOYD'S AGENCY

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PARTNERS
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Ralph D. Floberg
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Donald G. Drais
William A. Missfeldt
G. H. (Hal) Burnett
John B. Charlton
Clifford R. Herrall
John A. Maynard
Robert G. Bowden

February 7, 1962

Kuckenberg Construction Co., Inc.
Att: Mr. Henry A. Kuckenberg
11104 N. E. Holman
Portland, Oregon

Re: Fidelity & Casualty Co. of New York Policy No. SPL 85502

Gentlemen:

Engineers representing the insurance company in caption have examined the work being prosecuted by you on the Westport-Clatskanie Section of the Lower Columbia River Highway and have arrived at the conclusion that the project as being performed is unsafe.

Your insurance carriers believe there is danger of sliding from the slopes above the existing road as well as sliding of the existing road itself. They foresee additional trouble over and above that which has already occurred due to two factors:

1. Rainfall since the first of the year is five inches below normal.
2. There are other areas in which cuts must be made even closer to the existing road than that which has caused the existing slide.

The result of these observations is that there is extreme likelihood that insurance coverage for the protection of yourself and the State Highway Commission will be withdrawn unless the area in which you are currently working can be isolated from all types of highway traffic by means of a detour until such time as a substantial roadbed can be created without danger of vehicle overturn. While no cancellation notice is being rendered herewith we must caution you that further prosecution of the work in question might result in such action. The insurance company is perfectly willing to maintain coverage until some reasonable solution in terms of a detour can be worked out.

Yours very truly,

JEWETT, BARTON, LEAVY & KERN

W. B. Johnson

WBJ:hp

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533

Morgan

Certified Mail

February 6, 1962.

For whatever action is needed

Mr. Forrest Cooper, State Highway Engineer,
Oregon State Highway Department,
State Highway Building,
Salem, Oregon

Re: Westport - Clatskanie Grading and Paving Project - Contract #5999

Dear Mr. Cooper:

As we pointed out at the meeting in Mr. Frank Morgan's office this morning, a situation has arisen on this job which in our opinion has or will entitle us to compensation in addition to that set forth in the contract.

This letter is to advise you of this fact and of our intention to make a claim for such additional compensation when the extent of it has been determined.

It is obvious from the plans that your Department anticipated that the work in Stage 1 could be accomplished leaving a steep slope at the boundry of the Stage 2 work (such as would be expected in rock or stable ground excavation).

Now that we have attempted to accomplish the Stage 1 work in accordance with the plans, it is apparent that the material to be excavated is not such as will permit the slope specified.

It now seems to be apparent also that the character of the material to be expected in Stage 2 will be similar to that encountered in Stage 1 so that the same problem will exist in attempting to leave the steep slope shown on the plans at the southerly boundry of the Stage 2 work.

We, of course, relied upon the plans in making our bid, but it is now obvious to us that the job cannot be performed as was contemplated and as is indicated on the plans.

REFERRED TO
Porter

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

As was reported at the meeting this morning, our insurance carrier considers the situation so hazardous to life and property that it will be forced to withdraw its coverage from us unless some better means can be found to get the highway traffic around or passed the area where we have been working.

We are also concerned about the possibility of a slide or earth movement which might cover or damage the railroad track if we are to be expected to proceed with the work as specified in the plans.

It is our standing that members of your staff will view the area this afternoon and tomorrow, and we shall look forward to hearing from you as soon as you have received their report.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

Henry Kuckenberg

Henry Kuckenberg, President.

HK:gl

RECEIVED
FEB 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
FEB 26 1962

FOR FILING

February 21, 1962

Mr. Gail L. Haakinson, Chairman
Clatskanie [illegible] School Board
Clatskanie, Oregon

Dear Mr. Haakinson:

This is to acknowledge receipt of your recent letter which concerns the problem created by the highway construction west of Clatskanie as it affects your school transportation.

As you probably know, the Highway Department is attempting to construct a detour facility over the hill that will be available for use in case the existing road becomes untravelable. Also, as I informed Mr. Cardiff, in case a road outage did occur for any substantial length of time, the Highway Department will attempt to arrange with the S. P. & S. Railway Company rail service for school students past the construction area.

If at any time you desire further information in respect to this problem do not hesitate to call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper

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MURIEL L. WILSON
CLERK
E. J. CARDIFF
PRINCIPAL

CLATSKANIE GRADE SCHOOL

DISTRICT No. 5

CLATSKANIE, OREGON

February 13, 1962

REFERRED TO
Porter.

Mr. Forest Cooper, State Highway Engineer
Salem, Oregon

Dear Sir:

We, of the Clatskanie Grade School Board wish to thank you for having Mr. Porter, Mr. Asbury and Mr. Hall attend a joint School Board meeting with us on February 12, 1962.

This morning I, Gail Haakinson, Chairman of the board made a trip with Ed Hall over two routes for a detour.

We, the School Board would like to recommend that you construct an alternate bypass over Palm hill to bypass the construction now underway. The bypass would run from the John Castle property on Highway 30, to the Palm hill property down on 47. The actual construction would consist of 3800 ft. of road. Mr. Hall stated that he would have to use 5000 ft. of road in order to have an eight per cent grade. We feel that this could be done with the monies that you propose for the bypass along the railroad. We have been presented with petitions consisting of approximately 300 names directed to the Highway Commission to build this bypass.

We have 122 high and grade school students transported over this route with no other feasible roadway that can be used to get them to school at the present time. We feel there is a great risk taken every time we transport children over this stretch of highway.

NOTED
R. L. PORTER

We hope you will give this your utmost consideration and construct this road.

Sincerely,

Gail L Haakinson

Gail L. Haakinson, Chairman
Clatskanie Grade School Board

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FEB 26 1962
FOR FILING

F [illegible]

8999

February 21, 1962

Executive Committee
Marshland Grange No. 901
Route 2
Clatskanie, Oregon

Ladies and Gentlemen:

This is to acknowledge your recent letter concerning the traffic problem through the construction area west of Clatskanie.

As you probably know, the Highway Department is, at this time, attempting to construct a detour road in the area that you have suggested. Also, in case some unforeseen condition develops so that either the detour or existing highway could not be traveled for a substantial length of time, this Department will attempt to arrange with the S. P. & S. Railway Company rail service for school children past the construction area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper

Clatskanie Ore
February 13 1962

Mr. Forrest Cooper
State Highway Dept. Bldg.
Salem Oregon

REFERRED TO
Porter

Dear Sir;

We the executive committee of Marshland Grange No. 901, are sending this letter to you so you may realize the mounting concern of the people in this area for the safety of the children in school buses. The conditions on the construction area of U. S. 30 is causing more alarm since the rains have started.

We understand a by pass can be constructed at the West end of the construction area at the John Castle residence to the top of Palm hill.

NOTED
R. L PORTER

We have 122 Children in this area that must traverse this dangerous road daily, and wish that some action in the Construction of a by pass would be started and by pass finished before more rock is removed from danger areas.

William L Reed, Master
Thomas Armstrong, Sec
Emma Eskola Exc
Freda M Foster Exc
Mary E Reed Exc.

Marshland Grange #901
Rt 2
Clatskanie, Oregon

RECEIVED
FEB 15 1962
OREGON
STATE HIGHWAY COMMISSION

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FEB 26 1962

FOR FILING

F-421 ([illegible])

5999

February 20, 1962

Honorable John W. Whipple
Judge of the Columbia County Court
Courthouse
St. Helens, Oregon

Dear Sir:

As you know we are having difficulty in maintaining traffic over a portion of the Westport-Clatskanie Section due west of Clatskanie, which is now under construction. It is imperative that we afford a detour around this area. To attain this we would have to use our Mist-Clatskanie Secondary for approximately one mile south of Clatskanie to the junction with the E. B. Elliott County Road, also designated by the County as P-137. Thence the road would follow over this aforesaid road to its terminus at the summit of the ridge. From there we are constructing a 4000-foot section to connect back to the Lower Columbia River Highway.

Permission is hereby requested of the County for the use of this road with the assurance that the State will maintain the same during the period of use and will return it to the County in as good condition as it is at present. Your cooperation in this matter will be very greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

cc Forrest Cooper
J. D. Walker

JDW:am:ajw

Rough Draft attached

FORM E-30 80M 6-61 36601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1962

SUBJECT: Westport-Clatskanie Section
Columbia River Highway
Contract No. 5999

To:

Mr. F. D. Morgan
Construction Engineer
Department

In connection with the use of the county road near Clatskanie as a detour, the Columbia County Court has been contacted and has no objection to our use of this section of county road. However, they have asked that we give them a letter requesting permission to use this road as a detour and advising that we will maintain same and return it in as good a condition as when we took it over. I am inclosing a rough draft of a suggested letter.

J. D. Walker
Division Engineer

JDW:AM

REFERRED TO
Morgan
By Ass't. Construction Engineer

CONSTRUCTION DIVISION
[illegible]
FEB [illegible]

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FOR FILING

5999

February 19, 1962

Oregon State Highway Commission

Gentlemen:

Effective 4 p.m., Thursday, February 8, permission was granted for the establishment of a 10-mile-per-hour construction speed zone through a slide area on the Lower Columbia River Highway (No. 2W) between M. P. 63.4 and M. P. 63.6 in the vicinity of Clatskanie, Columbia County.

Your concurrence is requested in the establishment of the above speed zone.

This matter will be on the agenda for your consideration at the March 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Tom Edwards
Mr. F. B. Crandall

LEG:pk ms

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5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1962

SUBJECT: Meeting with the Clatskanie High School and Grade School Boards on February 12, 1962

To: Mr. Forrest Cooper
State Highway Engineer
Office

At 8:00 p. m. on February 12, R. D. Asburry, Assistant Division Engineer, E. S. Hall, Resident Engineer, and myself, met with the Clatskanie High School and Grade School Boards in the Clatskanie High School. The meeting was arranged following a telephone discussion with W. M. Harcombe, High School Principal, that had to do with the traffic situation on the Clatskanie end of the Woodson-Clatskanie section which is now under contract.

Rumor is rampant is the Clatskanie vicinity that the present road will have to be closed for extended periods.

The closure of this road will isolate about 150 pupils of the Clatskanie schools. The School Boards express deep concern about the matter and demand that the Highway Department do something immediately. It is apparent that a form of hysteria has gripped this community and, while school officials and most members of the Boards presented and explained their problems in a calm and reasonable manner, one cannot help getting the impression that there are certain elements who wish to "make something" of this situation and that they intend to keep the subject continually stirred up.

As you know, our plan is to keep the present road in service while a detour facility is constructed adjacent to the S. P. & S. Railway Company's tracks. Upon completion of the detour and when traffic is routed thereon, the area occupied by the present road will be excavated to the grade of the new facility. The only change that has taken place in the original plan is that we have not been able to maintain two-way traffic. Due to the sloughing of slopes which have encroached into the existing pavement area, it has been necessary to resort to one-way traffic for a distance of 300-400 feet. Traffic through this one-way zone is controlled by stop and go lights, by lighted barricades and by ten mile-per-hour signs. It has been necessary to close the existing road once so that the grade could be lowered in order to gain additional width and a second time while a detailed inspection to ascertain that no hazard was present and that traffic could proceed with safety.

We endeavored to assure the school people that we considered the existing road safe and, while we could not guarantee it, we did not anticipate further closures of extended duration. It was further explained that an inspector was kept on the sight every hour of the day and, that if hazard did develop, traffic would be stopped at once.

The Boards' answer to this was that if we could not assure them that the road could be kept open, we must expect, in effect, that the closures were imminent and they demanded that some alternative route be developed before a situation occurred that might force closure. It was suggested that the Department investigate a route over the hill and immediately start the construction of a detour thereon. One such route has heretofore been studied but, because of stretches of 15 per cent grade, has not been considered practicable.

The meeting closed with the Highway Department agreeing to do the following:

1. Investigate an alternate route over the hill and ascertain if constructing a detour in that locality is practicable. (It has been reported to me in the last hour that the suggested route is not feasible.)

2. Check with the S. P. & S. Railway Company and ascertain,if possible, if emergency train service could be provided past the construction area, in case of extended closure of the present road.

The Boards were told that a report on the above request would be phoned to Mr. Chester Cardiff, Grade School Principal, not later than the afternoon of February 14.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

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FEB 16 1962

FOR FILING

F-221(
5999

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering flagmen and barricades for traffic protection on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

This order is to reimburse the contractor 100% for flagging and barricades for the protection of traffic through critical areas on the existing highway. Explanation of the necessity for this extra work is made in the order. Flagging is required the full 24 hours.

This was started January 25, 1962, as an emergency existed at that time. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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FEB 13 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5477

February 9, 1962

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 4:00 P.M., Thursday, February 8, 1962, permission was granted for the establishment of a 10 MPH construction speed zone through a slide area on the Lower Columbia River Highway between M.P. 63.4 and M.P. 63.6 in the vicinity of Clatskanie.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By F.E.G.

F. B. Crandall
Traffic Engineer

pw
bc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
MAR 1 1962
FOR FILING
F-[illegible] (10)
5999

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
BUS. PHONE:
ALpine 3-7335
PORTLAND 20, OREGON

February 7, 1962

Morgan
whatever action is indicated

Forrest Cooper, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Westport - Clatskanie Grading
and Paving Project - Contract #5999

Dear Mr. Cooper

Please refer to our letter to you of yesterday.

Enclosed herewith is a photocopy of a letter we have just received from the representatives of our insurance carrier.

Very truly yours,

KUCKENBERG CONSTRUCTION CO.

By ______________________
President

HAK:lc

Enclosure

Porter.

Original To Morgan
MAR 1 1962

Charles S. Barton
J. Stuart Leavy

LLOYD'S AGENCY

JEWETT, BARTON, LEAVY & KERN
Professionalized Insurance Service Since 1870

AGENTS AND
BROKERS

LEWIS BLDG. — 333 S. W. OAK • PORTLAND 4, OREGON • CABLE ADDRESS: JEWETT, PORTLAND • CAPITOL 2-1831

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Addison P. Knapp
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Gifford E. Dean
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Thomas K. Sommers
Peter R. Smith

ASSOCIATES
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Dean L. Jones
Charles P. Miller
Howard H. Metcalf
Donald G. Boyle
William A. Mitchell
G. H. (Bud) Burnett
John B. Charlton
Clifford R. Harrell
John A. Maynard
Robert G. Bowden

February 7, 1962

Kuckenberg Construction Co., Inc.
Att: Mr. Henry A. Kuckenberg
11104 N. E. Holman
Portland, Oregon

Re: Fidelity & Casualty Co. of New York Policy No. SPL 85902

Gentlemen:

Engineers representing the insurance company in caption have examined the work being prosecuted by you on the Westport-Clatskanie Section of the Lower Columbia River Highway and have arrived at the conclusion that the project as being performed is unsafe.

Your insurance carriers believe there is danger of sliding from the slopes above the existing road as well as sliding of the existing road itself. They foresee additional trouble over and above that which has already occurred due to two factors:

1. Rainfall since the first of the year is five inches below normal.
2. There are other areas in which cuts must be made even closer to the existing road than that which has caused the existing slide.

The result of these observations is that there is extreme likelihood that insurance coverage for the protection of yourself and the State Highway Commission will be withdrawn unless the area in which you are currently working can be isolated from all types of highway traffic by means of a detour until such time as a substantial roadbed can be created without danger of vehicle overturn. While no cancellation notice is being rendered herewith we must caution you that further prosecution of the work in question might result in such action. The insurance company is perfectly willing to maintain coverage until some reasonable solution in terms of a detour can be worked out.

Yours very truly,

JEWETT, BARTON, LEAVY & KERN

W. B. Johnson

WBJ:hp

RECEIVED
MAR 1 1962

FOR FIL[illegible]
F-[illegible] (10)

5999

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS PHONE:
ALpine 3-7333

Certified Mail

Morgan

February 6, 1962.

For whatever action is indicated

Mr. Forrest Cooper, State Highway Engineer,
Oregon State Highway Department,
State Highway Building,
Salem, Oregon

Re: Westport - Clatskanie Grading
and Paving Project - Contract #5999

Dear Mr. Cooper:

As we pointed out at the meeting in Mr. Frank Morgan's office this morning, a situation has arisen on this job which in our opinion has or will entitle us to compensation in addition to that set forth in the contract.

This letter is to advise you of this fact and of our intention to make a claim for such additional compensation when the extent of it has been determined.

It is obvious from the plans that your Department anticipated that the work in Stage 1 could be accomplished leaving a steep slope at the boundry of the Stage 2 work (such as would be expected in rock or stable ground excavation).

Now that we have attempted to accomplish the Stage 1 work in accordance with the plans, it is apparent that the material to be excavated is not such as will permit the slope specified.

It now seems to be apparent also that the character of the material to be expected in Stage 2 will be similar to that encountered in Stage 1 so that the same problem will exist in attempting to leave the steep slope shown on the plans at the southerly boundry of the Stage 2 work.

We, of course, relied upon the plans in making our bid, but it is now obvious to us that the job cannot be performed as was contemplated and as is indicated on the plans.

Porter

original To Morgan MAR 1 1962

As was reported at the meeting this morning, our insurance carrier considers the situation so hazardous to life and property that it will be forced to withdraw its coverage from us unless some better means can be found to get the highway traffic around or passed the area where we have been working.

We are also concerned about the possibility of a slide or earth movement which might cover or damage the railroad track if we are to be expected to proceed with the work as specified in the plans.

It is our standing that members of your staff will view the area this afternoon and tomorrow, and we shall look forward to hearing from you as soon as you have received their report.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

Henry Kuckenberg

Henry Kuckenberg, President

HK:gl

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FOR FILING
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5779

February 5, 1962

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., Tuesday, January 30, 1962, permission was granted for the establishment of a 25-mile-per-hour construction speed zone on the Westport-Clatskanie Section of the Columbia River Highway.

Your concurrence is requested in the establishment of a 25-mile-per-hour construction speed zone on that section of the Columbia River Highway, No. 2W, between M.P. 61.56 and M.P. 70.43.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

VPJ:pk me

cc Tom Edwards
F. B. Crandall

5999

APB COM 2-2-62 9 3:45

ALL POINTS BULLETIN

THE LOWER COLUMBIA HIGHWAY WILL BE CLOSED TO TRAFFIC APPROXIMATELY ONE MILE WEST OF CLATSKANIE FROM 9AM TO 9PM SATURADZZZ SATURDAY, FEBRUARY 3,1962 DUE TO A SLIP OUT OF THE ROAD ON A CONSTRUCTION PROJECT. TRAFFIC SHOULD BE DETOURED VIA THE NEHALEM AND MIST-CLATSKANIE HIGHWAYS.

F. B. KLABOE
[illegible]

NOTED
L.A. PHILLIPS

RECEIVED
1962

5999

L. E. SLATER . . . . . CHAIRMAN
VERN L. HILL . . . . . MEMBER
R. G. MAISON. . . . . MEMBER
FORREST COOPER. . . . . MEMBER

STATE OF OREGON
STATE SPEED CONTROL BOARD
SALEM

January 31, 1962

6

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Tuesday, January 30, 1962, permission was granted for the establishment of a 25 MPH construction speed zone on the Westport-Clatskanie Section of the Columbia River Highway between M.P. 61.56 and M.P. 70.43.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

[illegible]J:pr
cc: Tom Edwards ✓

RECEIVED
FEB 1
OF
STATE

NOTED
TOM EDWARDS

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WESTPORT-CLATSKANIE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 17, 1961

Type Code 6203
2-Lane Roadway (Sta. 337+00 thru equa. 786+31.99 = 1655+59.14 to Sta. 1665+75)
(Contract 5999)

Clearing and Grubbing	All	Required (98%)		$136,024.00
Drainage Excavation, Unclassified	5,930	cu.yds.	$2.00	11,860.00
General Excavation, Unclassified	844,080	cu.yds.	0.81	683,704.80
Extra for Selected Subgrade Material	81,000	cu.yds.	0.10	8,100.00
Short Overhaul	3,984,100	yd.sta.	0.01	39,841.00
Long Overhaul	374,590	C-yd.sta.	0.40	149,836.00
Finishing Roadbed and Slopes	All	Required (98%)		9,800.00
Rounding Cutbanks	3,800	lin.ft.	0.15	570.00
12-inch Concrete Pipe	1,060	lin.ft.	3.00	3,180.00
18-inch Concrete Pipe	744	lin.ft.	5.00	3,720.00
24-inch Concrete Pipe	300	lin.ft.	6.95	2,085.00
30-inch Concrete Pipe	70	lin.ft.	9.45	661.50
36-inch Concrete Pipe	120	lin.ft.	12.30	1,476.00
12-inch Corrugated Metal Pipe	220	lin.ft.	3.55	781.00
18-inch Corrugated Metal Pipe	1,480	lin.ft.	6.00	8,880.00
24-inch Corrugated Metal Pipe	600	lin.ft.	7.25	4,350.00
30-inch Corrugated Metal Pipe	100	lin.ft.	8.90	890.00
36-inch Corrugated Metal Pipe	400	lin.ft.	12.85	5,140.00
48-inch Corrugated Metal Pipe	590	lin.ft.	16.75	9,882.50
72-inch Corrugated Metal Pipe	670	lin.ft.	30.35	20,334.50
84-inch Corrugated Metal Pipe, 8 Gage	310	lin.ft.	41.30	12,803.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	7.60	2,584.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	57.15	1,943.10
96-inch Structural Plate Pipe	110	lin.ft.	51.00	5,610.00
6-inch Metal Drain Pipe	100	lin.ft.	1.90	190.00
8-inch Metal Drain Pipe	740	lin.ft.	2.25	1,665.00
12-inch Metal Drain Pipe	110	lin.ft.	3.50	385.00
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.25	742.50
12-inch Perforated Metal Drain Pipe	280	lin.ft.	3.50	980.00
Special Backfill in Drains	450	cu.yd.	10.00	4,500.00
Salvaging and Stockpiling Culvert Pipe	440	lin.ft.	2.00	880.00
1-inch Galvanized Water Pipe	300	lin.ft.	1.00	300.00
1-1/2 inch Galvanized Water Pipe	280	lin.ft.	1.50	420.00
2-inch Galvanized Water Pipe	600	lin.ft.	2.50	1,500.00

Concrete Inlets, Type D	2 only	$150.00	$ 300.00
Concrete Inlets, Type C-2	1 only	125.00	125.00
Class "A" Concrete	84 cu.yd.	60.00	5,040.00
Metal Reinforcement	13,000 lb.	0.14	1,820.00
36-inch Metal Tide Gates	1 only	350.00	350.00
Type 1 Fence, Modified	1,300 rods	6.40	8,320.00
Type 2 Fence	10 rods	6.00	60.00
14' x 48" Metal Gates	6 only	70.00	420.00
16' x 48" Metal Gates	4 only	85.00	340.00
24' x 48" Metal Gates	1 only	98.00	98.00
Metal Guard Rail	15,300 lin.ft.	2.30	35,190.00
Salvage and Reinstall Guard Rail	6,800 lin.ft.	0.95	6,460.00
Guide Posts, Type W-2	330 only	6.70	2,211.00
Loose Riprap	110 cu.yd.	5.00	550.00
Coarse Crushed Material in Base	157,080 tons	1.75	274,890.00
3/4" - 0 Material in Base	30,530 tons	1.90	58,007.00
Sprinkling	4,096 M-gal.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gal.	0.20	7,764.00
Preparation of Base	All Required (98%)		2,450.00
3/4" - 0 Material in Binder Course	915 cu.yd.	3.30	3,019.50
Furnishing and Placing Aggregates	660 cu.yd.	4.50	2,970.00
RC-3 Asphalt	140 tons	40.00	5,600.00
120-150 Asphalt	40 tons	50.00	2,000.00
RS-1 Asphalt	24 tons	60.00	1,440.00
Asphaltic Concrete Mixture	32,270 tons	4.25	137,147.50
Asphalt in Mixture	1,766 tons	30.00	52,980.00
Extra for Paving Approaches	46 only	25.00	1,150.00
			$1,757,740.90
Flagging (57½% of Contractor's Cost)	All Required (90%)		$ 7,200.00
Seeding and Mulching	All Required		6,450.00
Signing (Temporary)	All Required (90%)		720.00
			$ 14,370.00
Utilities			
Work by West Coast Telephone Co.	All Required		$ 10,000.00
Work by Pacific Northwest Telephone Co.	All Required		3,000.00
Work by Clatskanie P.U.D.	All Required		3,100.00
			$ 16,100.00
Work by S.P. & S. Railway Company	All Required		$ 75,000.00
	Subtotal		$1,863,210.90
	10% Engr. & Cont.		186,320.10
	Total		$2,049,531.00

Length of Roadway - - - - - 8.709 Miles
Cost of Roadway Per Mile- - $235,334.82

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)(Contract 5999)

Clearing and Grubbing	All	Required (2%)		$ 2,776.00
Drainage Excavation, Unclassified	230	cu.yds.	$2.00	460.00
General Excavation, Unclassified	4,920	cu.yds.	0.81	3,985.20
Short Overhaul	25,900	yd.sta.	0.01	259.00
Long Overhaul	1,210	C-yd.sta.	0.40	484.00
Finishing Roadbed and Slopes	All	Required (2%)		200.00
18-inch Concrete Pipe	56	lin.ft.	5.00	280.00
54-inch Corrugated Metal Pipe	110	lin.ft.	19.50	2,145.00
8-inch Sewer Pipe	260	lin.ft.	1.85	481.00
12-inch Sewer Pipe	100	lin.ft.	3.00	300.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	4	only	85.00	340.00
Concrete Curbs	50	cu.yds.	55.00	2,750.00
54-inch Metal Tide Gates	1	only	625.00	625.00
Coarse Crushed Material in Base	3,420	tons	1.75	5,985.00
3/4" - 0 Material in Base	770	tons	1.90	1,463.00
Sprinkling	104	M-gal.	2.50	260.00
SS-1 in Sprinkling	980	gal.	0.20	196.00
Preparation of Base	All	Required (2%)		50.00
3/4" - 0 Material in Binder Course	55	cu.yds.	3.30	181.50
RC-3 Asphalt	10	tons	40.00	400.00
Asphaltic Concrete Mixture	1,530	tons	4.25	6,502.50
Asphalt in Mixture	84	tons	30.00	2,520.00
Extra for Paving Approaches	12	only	25.00	300.00
Asphaltic Concrete Traffic Markers, Type L	40	lin.ft.	1.00	40.00
				$ 33,833.20
Flagging (57½% of Contractor's Costs)	All	Required (10%)		$ 800.00
Signing (Temporary)	All	Required (10%)		80.00
				$ 880.00
	Subtotal			$ 34,713.20
	10% Engr. & Cont.			3,470.80
	Total			$ 38,184.00

Length of Roadway - - - - - - 0.156 Mile
Cost of Roadway Per Mile- - - $244,769.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$2,049,531.00	$1,291,000.00	$758,531.00
4-Lane Roadway	38,184.00	24,000.00	14,184.00
	$2,087,715.00	$1,315,000.00	$772,715.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P. & S. Railway Company.

Labor placing and removing protective planking	324 M-fbm	$169.00	$ 54,756.00
Furnish and replace ties damaged by spiking planking	100 only	$ 7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	3,047.00
Salvage Credit	- 670.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material	4,173.00
Total	$ 75,120.00
USE	$ 75,000.00

Estimated costs of work by the West Coast Telephone Company.

Labor	$ 4,350.00
Material	9,850.00
Equipment	1,310.00
Overhead	2,605.00
Salvage Credit	- 7,790.00
	$ 10,325.00
USE	$ 10,000.00

Estimated cost of work by Clatskanie P.U.D.

Woodson to Clatskanie

Labor	$ 980.00
Material	354.20
Equipment	112.00
Overhead	216.93
Salvage Credit	- 152.80
	$ 1,510.33

Westport-Woodson Section

Labor	$ 1,594.75
Overhead	239.21
Depreciation Credit	- 207.75
	$ 1,626.21
Grand Total	$ 3,136.54
USE	**$ 3,100.00**

Estimated cost of work by the Pacific Northwest Telephone Company.

Labor	$ 1,430.00
Material	845.00
Equipment	354.00
Overhead (Construction)	396.00
	$ 3,025.00
USE	**$ 3,000.00**

Federal Aid
Project No. F-221(10)

Oregon State Highway Department

WESTPORT-CLATSKANIE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 12, 1961

Type Code 6202
2-Lane Roadway (Sta. 337+00 thru Equa. 786+31.99=1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All Required (98%)		$ 78,400.00
Drainage Excavation, Unclassified	5,930 cu. yds.	$ 2.50	14,825.00
General Excavation, Unclassified	844,080 cu. yds.	0.90	759,672.00
Extra for Selected Subgrade Material	81,000 cu. yds.	0.15	12,150.00
Short Overhaul	3,984,100 yd. stas.	0.01	39,841.00
Long Overhaul	374,590 C-yd. stas.	0.40	149,836.00
Finishing Roadbed and Slopes	All Required (98%)		9,800.00
Rounding Cutbanks	3,800 lin. ft.	0.20	760.00
12-inch Concrete Pipe	1,060 lin. ft.	2.50	2,650.00
18-inch Concrete Pipe	744 lin. ft.	4.75	3,534.00
24-inch Concrete Pipe	300 lin. ft.	6.50	1,950.00
30-inch Concrete Pipe	70 lin. ft.	9.00	630.00
36-inch Concrete Pipe	120 lin. ft.	12.00	1,440.00
12-inch Corrugated Metal Pipe	220 lin. ft.	3.75	825.00
18-inch Corrugated Metal Pipe	1,480 lin. ft.	5.00	7,400.00
24-inch Corrugated Metal Pipe	600 lin. ft.	7.50	4,500.00
30-inch Corrugated Metal Pipe	100 lin. ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	400 lin. ft.	14.50	5,800.00
48-inch Corrugated Metal Pipe	590 lin. ft.	25.00	14,750.00
72-inch Corrugated Metal Pipe, 8 Gage	670 lin. ft.	41.00	27,470.00
84-inch Corrugated Metal Siphon Pipe	310 lin. ft.	53.00	16,430.00
18-inch Corrugated Plate Pipe-Arch	340 lin. ft.	8.00	2,720.00
9'-4" Structural Plate Pipe	34 lin. ft.	65.00	2,210.00
96-inch Structural Plate Pipe	110 lin. ft.	56.00	6,160.00
6-inch Metal Drain Pipe	100 lin. ft.	2.00	200.00
8-inch Metal Drain Pipe	740 lin. ft.	2.50	1,850.00
12-inch Metal Drain Pipe	110 lin. ft.	3.75	412.50
6-inch Perforated Metal Drain Pipe	590 lin. ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330 lin. ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280 lin. ft.	3.75	1,050.00
Special Backfill in Drains	450 cu. yds.	7.00	3,150.00
Salvaging and Stockpiling Culvert Pipe	440 lin. ft.	3.00	1,320.00
1-inch Galvanized Water Pipe	300 lin. ft.	0.75	225.00
1 1/2-inch Galvanized Water Pipe	280 lin. ft.	1.20	336.00
2-inch Galvanized Water Pipe	600 lin. ft.	1.50	900.00
Concrete Inlets, Type D	2 only	120.00	240.00
Concrete Inlets, Type G-2	1 only	130.00	130.00
Class "A" Concrete	84 cu. yds.	60.00	5,040.00

Metal Reinforcement	13,000 lbs.	$ 0.14	$ 1,820.00
36-inch Metal Tide Gates	1 only	350.00	350.00
Type 1 Fence, Modified	1,300 rods	7.00	9,100.00
Type 2 Fence	10 rods	7.00	70.00
14' x 48" Metal Gates	6 only	90.00	540.00
16' x 48" Metal Gates	4 only	120.00	480.00
24' x 48" Metal Gates	1 only	150.00	150.00
Metal Guard Rail	15,300 lin. ft.	2.50	38,250.00
Salvage and Reinstall Guard Rail	6,800 lin. ft.	1.50	10,200.00
Guide Posts, Type W-2	330 only	7.50	2,475.00
Loose Riprap	110 cu. yds.	4.00	440.00
Coarse Crushed Material in Base	157,080 tons	2.00	314,160.00
3/4" - 0 Material in Base	30,530 tons	2.20	67,166.00
Sprinkling	4,096 M-gals.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gals.	0.25	9,705.00
Preparation of Base	All Required (98%)		3,920.00
3/4" - 0 Material in Base	915 cu. yds.	4.50	4,117.50
Furnishing and Placing Aggregates	660 cu. yds.	4.50	2,970.00
RC-3 Asphalt	140 tons	44.00	6,160.00
120-150 Asphalt	40 tons	42.00	1,680.00
RS-1 Asphalt	24 tons	44.00	1,056.00
Asphaltic Concrete Mixture	32,270 tons	4.25	137,147.50
Asphalt in Mixture	1,766 tons	32.00	56,512.00
Extra for Paving Approaches	46 only	30.00	1,380.00
			$1,861,700.50
Flagging (57½% of Contractor's Cost)	All Required (90%)		$ 7,200.00
Seeding and Mulching	All Required		6,450.00
Signing (Temporary)	All Required (90%)		720.00
			$ 14,370.00
Utilities			
Work by West Coast Telephone Co.	All Required		$ 17,000.00
Work by Pacific Northwest Telephone Co.	All Required		3,400.00
Work by Clatskanie P.U.D.	All Required		1,500.00
			$ 21,900.00
Work by S.P.&S. Railway Company	All Required		$ 75,000.00
	Subtotal		$1,972,970.50
	10% Engr. & Cont.		197,296.50
	Total		$2,170,267.00

Length of Roadway . . . . 8.709 Miles
Cost of Roadway Per Mile. $249,196.18

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All Required (2%)		$ 1,600.00
Drainage Excavation, Unclassified	230 cu. yds.	$ 2.50	575.00
General Excavation, Unclassified	4,920 cu. yds.	0.90	4,428.00
Short Overhaul	25,900 yd. stas.	0.01	259.00
Long Overhaul	1,210 C-yd. stas.	0.40	484.00
Finishing Roadbed and Slopes	All Required (2%)		200.00
18-inch Concrete Pipe	56 lin. ft.	4.75	266.00
54-inch Corrugated Metal Pipe	110 lin. ft.	28.00	3,080.00
8-inch Sewer Pipe	260 lin. ft.	2.00	520.00
12-inch Sewer Pipe	100 lin. ft.	3.00	300.00
Concrete Inlets, Type "G"	4 only	125.00	500.00
Concrete Manholes	1 only	350.00	350.00
Adjustment of Manholes	4 only	75.00	300.00
Concrete Curbs	50 cu.yds.	50.00	2,500.00
54-inch Metal Tide Gates	1 only	650.00	650.00
Coarse Crushed Material in Base	3,420 tons	2.00	6,840.00
3/4" - 0 Material in Base	770 tons	2.20	1,694.00
Sprinkling	104 M-gals.	2.50	260.00
SS-1 in Sprinkling	980 gals.	0.25	245.00
Preparation of Base	All Required (2%)		80.00
3/4" - 0 Material in Binder Course	55 cu. yds.	4.50	247.50
RC-3 Asphalt	10 tons	44.00	440.00
Asphaltic Concrete Mixture	1,530 tons	4.25	6,502.50
Asphalt in Mixture	84 tons	32.00	2,688.00
Extra for Paving Approaches	12 only	30.00	360.00
Asphaltic Concrete Traffic Markers Type L	40 lin. ft.	1.00	40.00
			$ 35,409.00
Flagging (57½% of Contractor's Costs)	All Required (10%)		800.00
Signing (Temporary)	All Required (10%)		80.00
			$ 880.00
	Subtotal		$ 36,289.00
	10% Engr. & Cont.		3,628.00
	Total		$ 39,917.00

Length of Roadway . . . . 0.156 Miles
Cost of Roadway Per Mile. $255,878.20

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$2,170,267.00	$1,367,000.00	$ 803,267.00
4-Lane Roadway	39,917.00	25,000.00	14,917.00
	$2,210,184.00	$1,392,000.00	$ 818,184.00

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P.&S. Railway Company

Labor placing and removing protective planking	324 M-FBM	$169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100 only	$7.10	$ 710.00

Temporary Pole line work

Labor	$ 6,032.00
Materials	$ 3,047.00

Permanent Pole line work

Labor	$ 7,072.00
Material	$ 4,173.00
Total	$75,790.00
Use	$75,000.00

Estimated costs of work by the West Coast Telephone Company

Labor	$ 4,350.00
Material	9,850.00
Equipment	1,310.00
Overhead	2,160.00
Total	$17,670.00
Use	$17,000.00

Estimated cost of work by Clatskanie P.U.D.

Labor	$ 980.00	
Material	354.20	
Equipment	112.00	
Overhead	216.93	
Salvage Credit	-152.80	Credit
Total	$ 1,510.33	
Use	$ 1,500.00	

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 9, 1961

Type Code 6202
2-Lane Roadway (Sta. 337+00 thru Equa. 786+31.99=1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All Required (98%)		$ 78,400.00
Drainage Excavation, Unclassified	5,930 cu. yds.	$ 2.50	14,825.00
General Excavation, Unclassified	844,080 cu. yds.	0.90	759,672.00
Extra for Selected Subgrade Material	81,000 cu. yds.	0.15	12,150.00
Short Overhaul	3,984,100 Yd. sta.	0.01	39,841.00
Long Overhaul	374,590 C-yd. sta.	0.40	149,836.00
Finishing Roadbed & Slopes	All Required (98%)		9,800.00
Rounding Cutbanks	3,800 lin. ft.	0.20	760.00
12-inch Concrete Pipe	1,060 lin. ft.	2.50	2,650.00
18-inch Concrete Pipe	744 lin. ft.	4.75	3,534.00
24-inch Concrete Pipe	300 lin. ft.	6.50	1,950.00
30-inch Concrete Pipe	70 lin. ft.	9.00	630.00
36-inch Concrete Pipe	120 lin. ft.	12.00	1,440.00
12-inch Corrugated Metal Pipe	220 lin. ft.	3.75	825.00
18-inch Corrugated Metal Pipe	1,480 lin. ft.	5.00	7,400.00
24-inch Corrugated Metal Pipe	600 lin. ft.	7.50	4,500.00
30-inch Corrugated Metal Pipe	100 lin. ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	400 lin. ft.	14.50	5,800.00
48-inch Corrugated Metal Pipe	590 lin. ft.	25.00	14,750.00
72-inch Corrugated Metal Pipe	170 lin. ft.	41.00	6,970.00
72-inch Corrugated Metal Pipe, 10 Gage	500 lin. ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 Gage	310 lin. ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340 lin. ft.	8.00	2,720.00
9'-4" Structural Plate Pipe-Arch	34 lin. ft.	65.00	2,210.00
96-inch Structural Plate Pipe	110 lin. ft.	56.00	6,160.00
6-inch Metal Drain Pipe	100 lin. ft.	2.00	200.00
8-inch Metal Drain Pipe	740 lin. ft.	2.50	1,850.00
12-inch Metal Drain Pipe	110 lin. ft.	3.75	412.50
6-inch Perforated Metal Drain Pipe	590 lin. ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330 lin. ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280 lin. ft.	3.75	1,050.00
Special Backfill in Drains	450 cu. yds.	7.00	3,150.00
Salvaging and Stockpiling Culvert Pipe	440 lin. ft.	3.00	1,320.00
1-inch Galvanized Water Pipe	300 lin. ft.	0.75	225.00
1-1/2 inch Galvanized Water Pipe	280 lin. ft.	1.20	336.00
2-inch Galvanized Water Pipe	600 lin. ft.	1.50	900.00
Concrete Inlets, Type D	2 only	120.00	240.00
Concrete Inlets, Type G-2	1 only	130.00	130.00
Class "A" Concrete	84 cu. yds.	60.00	5,040.00

Metal Reinforcement	13,000	lbs.	$ 0.14	$ 1,820.00
36-inch Metal Tide Gates	1	only	350.00	350.00
Type 1 Fence, Modified	1,300	rods	7.00	9,100.00
Type 2 Fence	10	rods	7.00	70.00
14' x 48" Metal Gates	6	only	90.00	540.00
16' x 48" Metal Gates	4	only	120.00	480.00
24' x 48" Metal Gates	1	only	150.00	150.00
Metal Guard Rail	15,300	lin. ft.	2.50	38,250.00
Salvage and Reinstall Guard Rail	6,800	lin. ft.	1.50	10,200.00
Guide Posts, Type W-2	330	only	7.50	2,475.00
Loose Riprap	110	cu. yds.	4.00	440.00
Coarse Crushed Material in Base	157,080	tons	2.00	314,160.00
3/4" - 0 Material in Base	30,530	tons	2.20	67,166.00
Sprinkling	4,096	M-gals.	2.50	10,240.00
SS-1 in Sprinkling	38,820	gals.	0.25	9,705.00
Preparation of Base	All	Required (98%)		3,920.00
3/4" - 0 Material in Base	915	cu. yds.	4.50	4,117.50
Furnishing and Placing Aggregates	660	cu. yds.	4.50	2,970.00
RC-3 Asphalt	140	tons	44.00	6,160.00
120-150 Asphalt	40	tons	42.00	1,680.00
RS-1 Asphalt	24	tons	44.00	1,056.00
Asphaltic Concrete Mixture	32,270	tons	4.25	137,147.50
Asphalt in Mixture	1,766	tons	32.00	56,512.00
Extra for Paving Approaches	46	only	30.00	1,380.00
				$1,865,750.50
Flagging (57½% of Contractor's Cost)	All	Required (90%)		$ 7,200.00
Seeding and Mulching	All	Required		6,450.00
Signing (Temporary)	All	Required (90%)		720.00
				$ 14,370.00

Utilities

Work by West Coast Telephone Co.	All Required	17,000.00
Work by Pacific Northwest Telephone Co.	All Required	3,400.00
Work by Clatskanie P.U.D.	All Required	4,400.00
		$ 24,800.00
Work by S.P.& S. Railway Company	All Required	$ 75,000.00
	Subtotal	$1,979,920.50
	10% Engr. & Cont.	197,991.50
	Total	$2,177,912.00

Length of Roadway . . . . 8.709 Miles
Cost of Roadway Per Mile. $250,076.01

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All	Required (2%)		$ 1,600.00
Drainage Excavation, Unclassified	230	cu. yds.	$ 2.50	575.00
General Excavation, Unclassified	4,920	cu. yds.	0.90	4,428.00
Short Overhaul	25,900	yd. stas.	0.01	259.00
Long Overhaul	1,210	C-yd. stas.	0.40	484.00
Finishing Roadbed and Slopes	All	Required (2%)		200.00
18-inch Concrete Pipe	56	lin. ft.	4.75	266.00
54-inch Corrugated Metal Pipe	110	lin. ft.	28.00	3,080.00
8-inch Sewer Pipe	260	lin. ft.	2.00	520.00
12-inch Sewer Pipe	100	lin. ft.	3.00	300.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	4	only	75.00	300.00
Concrete Curbs	50	cu. yds.	50.00	2,500.00
54-inch Metal Tide Gates	1	only	650.00	650.00
Coarse Crushed Material in Base	3,420	tons	2.00	6,840.00
3/4" - 0 Material in Base	770	tons	2.20	1,694.00
Sprinkling	104	M-gals.	2.50	260.00
SS-1 in Sprinkling	980	gals.	0.25	245.00
Preparation of Base	All	Required (2%)		80.00
3/4" - 0 Material in Binder Course	55	cu. yds.	4.50	247.50
RC-3 Asphalt	10	tons	44.00	440.00
Asphaltic Concrete Mixture	1,530	tons	4.25	6,502.50
Asphalt in Mixture	84	tons	32.00	2,688.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type L	40	lin. ft.	1.00	40.00
				$ 35,409.00
Flagging (57½% of Contractor's Costs)	All	Required (10%)		800.00
Signing (Temporary)	All	Required (10%)		80.00
				$ 880.00
	Subtotal			$ 36,289.00
	10% Engr. & Cont.			3,628.00
	Total			$ 39,917.00

Length of Roadway . . . . 0.156 Mile
Cost of Roadway Per Mile. $255,878.20

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$2,177,912.00	$1,372,000.00	$ 805,912.00
4-lane Roadway	39,917.00	25,000.00	14,917.00
	$2,217,829.00	$1,397,000.00	$ 820,829.00

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P. & S. Railway Company

Labor Placing and removing protective planking	324 M-FBM $169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100 only $7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	$ 3,047.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material	$ 4,173.00
Total	$75,790.00
Use	$75,000.00

Estimated costs of work by the West Coast Telephone Company

Labor	$ 4,350.00
Material	9,850.00
Equipment	1,310.00
Overhead	2,160.00
Total	$17,670.00
Use	$17,000.00

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WESTPORT-CLATSKANIE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA AND CLATSOP COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 28, 1961

Type Code 6202
2-Lane Roadway (Sta. 337+00 thru Equa 786+31.99 = 1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All	Required (98%)	—	$78,400.00
Drainage Excavation, Unclassified	5,930	cu.yds.	$2.50	14,825.00
General Excavation, Unclassified	844,080	cu.yds.	0.88	742,790.40
Extra for Selected Subgrade Material	81,000	cu.yds.	0.15	12,150.00
Short Overhaul	3,984,100	yd.stas.	0.01	39,841.00
Long Overhaul	374,590	C-yd.stas.	0.40	149,836.00
Finishing Roadbed & Slopes	All	Required (98%)		9,800.00
Rounding Cutbanks	3,800	lin.ft.	0.20	760.00
12-inch Concrete Pipe	1,060	lin.ft.	2.50	2,650.00
18-inch Concrete Pipe	744	lin.ft.	4.75	3,534.00
24-inch Concrete Pipe	300	lin.ft.	6.50	1,950.00
30-inch Concrete Pipe	70	lin.ft.	9.00	630.00
36-inch Concrete Pipe	120	lin.ft.	12.00	1,440.00
12-inch Corrugated Metal Pipe	220	lin.ft.	3.75	825.00
18-inch Corrugated Metal Pipe	1,480	lin.ft.	5.00	7,400.00
24-inch Corrugated Metal Pipe	600	lin.ft.	7.50	4,500.00
30-inch Corrugated Metal Pipe	100	lin.ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	400	lin.ft.	14.50	5,800.00
48-inch Corrugated Metal Pipe	590	lin.ft.	25.00	14,750.00
72-inch Corrugated Metal Pipe	170	lin.ft.	41.00	6,970.00
72-inch Corrugated Metal Pipe, 10 gage	500	lin.ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 gage	310	lin.ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	8.00	2,720.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	65.00	2,210.00
96-inch Structural Plate Pipe	110	lin.ft.	56.00	6,160.00
6-inch Metal Drain Pipe	100	lin.ft.	2.00	200.00
8-inch Metal Drain Pipe	740	lin.ft.	2.50	1,850.00
12-inch Metal Drain Pipe	110	lin.ft.	3.75	412.50
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280	lin.ft.	3.75	1,050.00
Special Backfill in Drains	450	cu.yds.	7.00	3,150.00
Salvaging and Stockpiling Culvert Pipe	440	lin.ft.	3.00	1,320.00
1-inch Galvanized Water Pipe	300	lin.ft.	0.75	225.00
1½-inch Galvanized Water Pipe	280	lin.ft.	1.20	336.00
2-inch Galvanized Water Pipe	600	lin.ft.	1.50	900.00
Concrete Inlets, Type D	2	only	120.00	240.00
Concrete Inlets, Type G-2	1	only	130.00	130.00
Class "A" Concrete	84	cu.yds.	60.00	5,040.00
Metal Reinforcement	13,000	lbs.	0.14	1,820.00
36-inch Metal Tide Gates	1	only	350.00	350.00
Type 1 Fence, Modified	1,300	rods	7.00	9,100.00
Type 2 Fence	10	rods	7.00	70.00
14'x48" Metal Gates	6	only	90.00	540.00

16'x48" Metal Gates	4 only	$120.00	$480.00
24'x48" Metal Gates	1 only	150.00	150.00
Metal Guard Rail	15,300 lin.ft.	2.50	38,250.00
Salvage and Reinstall Guard Rail	6,800 lin.ft.	1.50	10,200.00
Guide Posts, Type W-2	330 only	7.50	2,475.00
Loose Riprap	110 cu.yds.	4.00	440.00
Coarse Crushed Material in Base	157,080 tons	2.00	314,160.00
3/4"-0 Material in Base	30,530 tons	2.20	67,166.00
Sprinkling	4,096 M-gals.	2.50	10,240.00
SS-1 in Sprinkling	38,820 gals	0.25	9,705.00
Preparation of Base	All Required (98%)		3,920.00
3/4"-0 Material in Base	915 cu.yds.	4.50	4,117.50
Furnishing and Placing Aggregates	660 cu.yds.	4.50	2,970.00
RC-3 Asphalt	140 tons	44.00	6,160.00
120-150 Asphalt	40 tons	42.00	1,680.00
RS-1 Asphalt	24 tons	44.00	1,056.00
Asphaltic Concrete mixture	32,270 tons	4.25	137,147.50
Asphalt in Mixture	1,766 tons	32.00	56,512.00
Extra for Paving Approaches	46 only	30.00	1,380.00
			$1,848,868.90

Flagging (57½% of Contractor's Cost)	All Required (90%)	$7,200.00
Seeding and Mulching	All Required	6,450.00
Signing (Temporary)	All Required (90%)	720.00
		$14,370.00

Utilities		
Work by West Coast Telephone Co.	All Required	$16,400.00
Work by Pacific Northwest Telephone Co.	All Required	3,400.00
Work by Clatskanie P.U.D.	All Required	4,400.00
		$24,200.00
Work by S.P.&S. Railway Company	All Required	$75,000.00
	Subtotal	$1,962,438.90
	10% Engr. & Cont.	196,243.10
	Total	$2,158,682.00

Length of Roadway............... 8.709 Miles
Cost of Roadway per Mile....... $247,867.95

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All Required (2%)		$1,600.00
Drainage Excavation, Unclassified	230 cu.yds.	$2.50	575.00
General Excavation, Unclassified	4,920 cu.yds.	0.88	4,329.60
Short Overhaul	25,900 yd.stas.	0.01	259.00
Long Overhaul	1,210 C-yd.stas.	0.40	484.00
Finishing Roadbed and Slopes	All Required (2%)		200.00
18-inch Concrete Pipe	56 lin.ft.	4.75	266.00
54-inch Corrugated Metal Pipe	110 lin.ft.	28.00	3,080.00

8-inch Sewer Pipe	260	lin.ft.	$2.00	$520.00
12-inch Sewer Pipe	100	lin.ft.	3.00	300.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	4	only	75.00	300.00
Concrete Curbs	50	cu.yds.	50.00	2,500.00
54-inch Metal Tide Gates	1	only	650.00	650.00
Coarse Crushed Material in Base	3,420	tons	2.00	6,840.00
3/4"-0 Material in Base	770	tons	2.20	1,694.00
Sprinkling	104	M-gals.	2.50	260.00
SS-1 in Sprinkling	980	gals.	0.25	245.00
Preparation of Base	All Required (2%)			80.00
3/4"-0 Material in Binder Course	55	cu.yds.	4.50	247.50
RC-3 Asphalt	10	tons	44.00	440.00
Asphaltic Concrete Mixture	1,530	tons	4.25	6,502.50
Asphalt in Mixture	84	tons	32.00	2,688.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type L	40	lin.ft.	1.00	40.00
				$35,310.60
Flagging (57½% of Contractor's Costs)	All Required (10%)			$800.00
Signing (Temporary)	All Required (10%)			80.00
				$880.00
	Subtotal			$36,190.60
	10% Engr. & Cont.			3,618.40
	Total			$39,809.00

Length of Roadway.................0.156 Mile
Cost of Roadway per Mile.........$255,185.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$2,158,682.00	$1,359,000.00	$799,682.00
4-lane Roadway	39,809.00	25,000.00	14,809.00
	$2,198,491.00	$1,384,000.00	$814,491.00

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S. P. & S. Railway Company

Labor placing and removing protective planking	324 M-FBM $169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100 only $7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	$ 3,047.00

Permanent Pole Line Work

Labor	$ 7,072.00
Materials	$ 4,173.00
TOTAL	$75,790.00
USE	$75,000.00

Federal Aid
Project No. F-221(10)

Oregon State Highway Department

WESTPORT-CLATSKANIE SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 19, 1961

Type Code 6202
2-Lane Roadway (Sta. 337+00 thru equa. 786+31.99 = 1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All	Required (98%)		$ 78,400.00
Drainage Excavation, Unclassified	5,930	cu.yd.	$2.50	14,825.00
General Excavation, Unclassified	844,080	cu.yd.	0.76	641,500.80
Extra for Selected Subgrade Material	81,000	cu.yd.	0.15	12,150.00
Short Overhaul	3,984,100	yd.sta.	0.01	39,841.00
Long Overhaul	374,590	C-yd.sta.	0.40	149,836.00
Finishing Roadbed and Slopes	All	Required (98%)		9,800.00
Rounding Cutbanks	3,800	lin.ft.	0.20	760.00
12-inch Concrete Pipe	1,060	lin.ft.	2.50	2,650.00
18-inch Concrete Pipe	744	lin.ft.	4.75	3,534.00
24-inch Concrete Pipe	300	lin.ft.	6.50	1,950.00
30-inch Concrete Pipe	70	lin.ft.	9.00	630.00
36-inch Concrete Pipe	120	lin.ft.	12.00	1,440.00
12-inch Corrugated Metal Pipe	220	lin.ft.	3.75	825.00
18-inch Corrugated Metal Pipe	1,480	lin.ft.	5.00	7,400.00
24-inch Corrugated Metal Pipe	600	lin.ft.	7.50	4,500.00
30-inch Corrugated Metal Pipe	100	lin.ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	400	lin.ft.	14.50	5,800.00
48-inch Corrugated Metal Pipe	590	lin.ft.	25.00	14,750.00
72-inch Corrugated Metal Pipe	170	lin.ft.	41.00	6,970.00
72-inch Corrugated Metal Pipe, 10 Gage	500	lin.ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 Gage	310	lin.ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	8.00	2,720.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	65.00	2,210.00
96-inch Structural Plate Pipe	110	lin.ft.	56.00	6,160.00
6-inch Metal Drain Pipe	100	lin.ft.	2.00	200.00
8-inch Metal Drain Pipe	740	lin.ft.	2.50	1,850.00
12-inch Metal Drain Pipe	110	lin.ft.	3.75	412.50
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280	lin.ft.	3.75	1,050.00
Special Backfill in Drains	450	cu.yd.	7.00	3,150.00
Salvaging and Stockpiling Culvert Pipe	440	lin.ft.	3.00	1,320.00
1-inch Galvanized Water Pipe	300	lin.ft.	0.75	225.00
1½-inch Galvanized Water Pipe	280	lin.ft.	1.20	336.00
2-inch Galvanized Water Pipe	600	lin.ft.	1.50	900.00
Concrete Inlets, Type D	2	only	120.00	240.00
Concrete Inlets, Type G-2	1	only	130.00	130.00
Class "A" Concrete	84	cu.yd.	60.00	5,040.00
Metal Reinforcement	13,000	lb.	0.14	1,820.00
36-inch Metal Tide Gates	1	only	350.00	350.00
Type 1 Fence, Modified	1,300	rod	7.00	9,100.00

Type 2 Fence	10	rod	$ 7.00	$ 70.00
14' x 48" Metal Gates	6	only	90.00	540.00
16' x 48" Metal Gates	4	only	120.00	480.00
24' x 48" Metal Gates	1	only	150.00	150.00
Metal Guard Rail	15,300	lin.ft.	2.50	38,250.00
Salvage and Reinstall Guard Rail	6,800	lin.ft.	1.50	10,200.00
Guide Posts, Type W-2	330	only	7.50	2,475.00
Loose Riprap	110	cu.yd.	4.00	440.00
Coarse Crushed Material in Base	157,080	ton	2.00	314,160.00
3/4" - 0 Material in Base	30,530	ton	2.10	64,113.00
Sprinkling	4,096	M-gal.	2.50	10,240.00
SS-1 in Sprinkling	38,820	gal.	0.25	9,705.00
Preparation of Base	All	Required (98%)		3,920.00
3/4" - 0 Material in Base	915	cu.yd.	4.50	4,117.50
Furnishing and Placing Aggregates	660	cu.yd.	4.50	2,970.00
RC-3 Asphalt	140	ton	44.00	6,160.00
120-150 Asphalt	40	ton	42.00	1,680.00
RS-1 Asphalt	24	ton	44.00	1,056.00
Asphaltic Concrete Mixture	32,270	ton	4.25	137,147.50
Asphalt in Mixture	1,766	ton	32.00	56,512.00
Extra for Paving Approaches	46	only	30.00	1,380.00
				$1,744,526.30

Flagging (57½% of Contractor's Cost)	All Required (90%)	7,200.00
Seeding and Mulching	All Required	6,450.00
Signing (Temporary)	All Required (90%)	720.00
		$ 14,370.00

Utilities

Work by West Coast Telephone Co.	All Required	$ 16,400.00
Work by Pacific Northwest Telephone Co.	All Required	3,400.00
Work by Clatskanie P.U.D.	All Required	4,400.00
		$ 24,200.00

Work by S.P. & S. Railway Company	All Required	$ 75,000.00
	Subtotal	$1,858,096.30
	10% Engr. & Cont.	185,808.70
	Total	$2,043,905.00

Length of Roadway - - - - 8.709 Miles
Cost of Roadway Per Mile- $234,688.82

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All	Required (2%)		$ 1,600.00
Drainage Excavation, Unclassified	230	cu.yd.	$2.50	575.00
General Excavation, Unclassified	4,920	cu.yd.	0.76	3,739.20
Short Overhaul	25,900	yd.sta.	0.01	259.00

Long Overhaul	1,210	C-yd.sta.	$0.40	$ 484.00
Finishing Roadbed and Slopes	All	Required (2%)		200.00
18-inch Concrete Pipe	56	lin.ft.	4.75	266.00
54-inch Corrugated Metal Pipe	110	lin.ft.	28.00	3,080.00
8-inch Sewer Pipe	260	lin.ft.	2.00	520.00
12-inch Sewer Pipe	100	lin.ft.	3.00	300.00
Concrete Inlets, Type "G"	4	only	125.00	500.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	4	only	75.00	300.00
Concrete Curbs	50	cu.yd.	50.00	2,500.00
54-inch Metal Tide Gates	1	only	650.00	650.00
Coarse Crushed Material in Base	3,420	ton	2.00	6,840.00
3/4" - 0 Material in Base	770	ton	2.10	1,617.00
Sprinkling	104	M-gal.	2.50	260.00
SS-1 in Sprinkling	980	gal.	0.25	245.00
Preparation of Base	All	Required (2%)		80.00
3/4" - 0 Material in Binder Course	55	cu.yd.	4.50	247.50
RC-3 Asphalt	10	ton	44.00	440.00
Asphaltic Concrete Mixture	1,530	ton	4.25	6,502.50
Asphalt in Mixture	84	ton	32.00	2,688.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type L	40	lin.ft.	1.00	40.00
				$ 34,643.20
Flagging (57½% of Contractor's Costs)	All	Required (10%)		800.00
Signing (Temporary)	All	Required (10%)		80.00
				$ 880.00
	Subtotal			$ 35,523.20
	10% Engr. & Cont.			3,551.80
		Total		$ 39,075.00

Length of Roadway - - - - - 0.156 Mile
Cost of Roadway Per Mile- - $250,480.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$2,043,905.00	$1,287,000.00	$756,905.00
4-Lane Roadway	39,075.00	24,000.00	15,075.00
	$2,082,980.00	$1,311,000.00	$771,980.00

WESTPORT-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S.P. & S. Railway Company.

Labor, Placing and Removing Protective Planking	324 M-fbm	$169.00	$54,756.00
Furnish and Replace Ties Damaged by Spiking Planking	100 only	$ 7.10	$ 710.00
Temporary Pole Line Work			
Labor			$ 6,032.00
Materials			$ 3,047.00
Permanent Pole Line Work			
Labor			$ 7,072.00
Material			$ 4,173.00
		Total	$75,790.00
		USE	$75,000.00

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WOODSON-CLATSKANIE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 5, 1961

Type Code 6202
2-Lane Roadway (Sta. 489+00 thru Eqns 786+3199=1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All	Required (97%)		$ 31,040.00
Drainage Excavation, Unclassified	4,430	cu.yd.	$ 3.00	13,290.00
General Excavation, Unclassified	589,080	cu.yd.	0.72	424,137.60
Extra for Selected Subgrade Material	81,000	cu.yd.	0.15	12,150.00
Short Overhaul	2,844,100	yd.stas.	0.01	28,441.00
Long Overhaul	345,790	C-yd.stas.	0.35	121,026.50
Finishing Roadbed & Slopes	All	Required (97%)		5,820.00
Rounding Cutbanks	1,500	lin.ft.	0.20	300.00
12-inch Concrete Pipe	1,060	lin.ft.	2.50	2,650.00
18-inch Concrete Pipe	744	lin.ft.	4.50	3,348.00
24-inch Concrete Pipe	300	lin.ft.	6.00	1,800.00
30-inch Concrete Pipe	70	lin.ft.	7.50	525.00
36-inch Concrete Pipe	120	lin.ft.	10.00	1,200.00
12-inch Corrugated Metal Pipe	40	lin.ft.	3.75	150.00
24-inch Corrugated Metal Pipe	160	lin.ft.	7.50	1,200.00
30-inch Corrugated Metal Pipe	100	lin.ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	300	lin.ft.	14.50	4,350.00
48-inch Corrugated Metal Pipe	490	lin.ft.	25.00	12,250.00
72-inch Corrugated Metal Pipe, 10 Gage	500	lin.ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 Gate	310	lin.ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	7.00	2,380.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	65.00	2,210.00
6-inch Metal Drain Pipe	520	lin.ft.	2.00	1,040.00
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280	lin.ft.	3.75	1,050.00
Special Backfill in Drains	450	cu.yd.	6.00	2,700.00
Salvaging and Stockpiling Culvert Pipe	440	lin.ft.	3.00	1,320.00
Concrete Inlets, Type "D"	1	only	95.00	95.00
Concrete Inlets, Type "G-2"	1	only	150.00	150.00
36-inch Metal Tide Gate	1	only	300.00	300.00
Type 1 Fence, Modified	1,200	rod	6.50	7,800.00
Type 2 Fence	10	rod	6.50	65.00
14'x4'8" Metal Gates	4	only	85.00	340.00
16'x4'8" Metal Gates	4	only	90.00	360.00
Metal Guard Rail	11,600	lin.ft.	2.50	29,000.00
Salvage and Reinstall Guard Rail	6,800	lin.ft.	1.50	10,200.00
Guide Posts, Type W-2	210	only	7.50	1,575.00
Coarse Crushed Material in Base	84,280	ton	1.40	117,992.00

3/4" - 0 Material in Base	20,430	ton	$1.50	$30,645.00
Sprinkling	2,496	M-gals.	2.50	6,240.00
SS-1 in Sprinkling	26,020	gals.	0.25	6,505.00
Preparation of Base	All	Required (97%)		1,455.00
3/4" - 0 Material in Binder Course	610	cu.yd.	3.75	2,287.50
Furnishing and Placing Aggregates	660	cu.yd.	3.75	2,475.00
RC-3 Asphalt	95	ton	42.00	3,990.00
120-150 Asphalt	40	ton	40.00	1,600.00
RS-1 Asphalt	24	ton	42.00	1,008.00
Asphaltic Concrete Mixture	21,670	ton	4.25	92,097.50
Asphalt in Mixture	1,196	ton	32.00	38,272.00
Extra for Paving Approaches	24	only	30.00	$1, 720.00
				$1,073,535.10
Flagging (57½% of Contractor's Cost)	All	Required (90%)		$4,500.00
Seeding and Mulching	All	Required		4,650.00
Signing (Temporary)	All	Required (90%)		450.00
				$9,600.00
Utilities				
Work by West Coast Telephone Co.	All	Required		$16,000.00
Work by Pacific Northwest Telephone Co.	All	Required		1,200.00
Work by Clatskanie P.U.D.	All	Required		1,500.00
				$18,700.00
Work by S.P.&S. Railway Company	All	Required		$75,000.00
	Subtotal			$1,176,835.10
	10% Engr. & Cont.			117,682.90
	Total			$1,294,518.00

Length of Roadway - - - - - - - - - 5.822 Miles
Cost of Roadway per Mile- - - - - $222,349.36

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All	Required (3%)		$960.00
Drainage Excavation, Unclassified	230	cu.yd.	$3.00	690.00
General Excavation, Unclassified	4,920	cu.yd.	0.72	3,542.40
Short Overhaul	25,900	yd.stas.	0.01	259.00
Long Overhaul	1,210	C-yd.stas.	0.35	423.50
Finishing Roadbed and Slopes	All	Required (3%)		180.00
18-inch Concrete Pipe	56	lin.ft.	4.50	252.00
54-inch Corrugated Metal Pipe	100	lin.ft.	28.00	3,080.00
8-inch Sewer Pipe	260	lin.ft.	2.00	520.00
12-inch Sewer Pipe	100	lin.ft.	2.50	250.00

Concrete Inlets, Type "G"	4 only	$100.00	$400.00
Concrete Manholes	1 only	350.00	350.00
Adjustment of Manholes	4 only	50.00	200.00
Concrete Curbs	50 cu.yd.	45.00	2,250.00
54-inch Metal Tide Gates	1 only	450.00	450.00
Coarse Crushed Material in Base	3,420 ton	1.40	4,788.00
3/4" - 0 Material in Base	770 ton	1.50	1,155.00
Sprinkling	104 M-gals.	2.50	260.00
SS-1 in Sprinkling	980 gals.	0.25	245.00
Preparation of Base	All Required (3%)		45.00
3/4" - 0 Material in Binder Course	55 cu.yd.	3.75	206.25
RC-3 Asphalt	10 ton	42.00	420.00
Asphaltic Concrete Mixture	1,530 ton	4.25	6,502.50
Asphalt in Mixture	84 ton	32.00	2,688.00
Extra for Paving Approaches	12 only	30.00	360.00
Asphaltic Concrete Traffic Markers Type L	40 lin.ft.	1.00	40.00
			$30,516.65
Flagging (57½% of Contractor's Costs)	All Required (10%)		$500.00
Signing (Temporary)	All Required (10%)		50.00
			$550.00
	Subtotal		$31,066.65
	10% Engr. & Cont.		3,106.35
	Total		$34,173.00

Length of Roadway- - - - - - - - - - 0.156 Mile
Cost of Roadway per Mile - - - - - - $219,057.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$1,294,518.00	$815,000.00	$479,518.00
4-lane Roadway	34,173.00	21,000.00	13,173.00
	$1,328,691.00	$836,000.00	$492,691.00

WOODSON-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S. P. & S. Railway Company

Labor placing and removing protective planking	324* M-FBM $169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100* Only $7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	$ 3,047.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material..	$ 4,173.00
TOTAL.....	$75,790.00
Use	$75,000.00

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WOODSON-CLATSKANIE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 24, 1961

Type Code 6202
2-Lane Roadway (Sta. 489+00 thru Equa. 786+31.99=1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All	Required (97%)		$ 31,040.00
Drainage Excavation, Unclassified	4,430	cu.yds.	$ 3.00	13,290.00
General Excavation, Unclassified	589,080	cu.yds.	0.67	394,683.60
Extra for Selected Subgrade Material	81,000	cu.yds.	0.15	12,150.00
Short Overhaul	2,844,100	yd.stas.	0.01	28,441.00
Long Overhaul	345,790	C-yd.stas.	0.35	121,026.50
Finishing Roadbed & Slopes	All	Required (97%)		5,820.00
Rounding Cutbanks	1,500	lin.ft.	0.20	300.00
12-inch Concrete Pipe	1,060	lin.ft.	2.50	2,650.00
18-inch Concrete Pipe	744	lin.ft.	4.50	3,348.00
24-inch Concrete Pipe	300	lin.ft.	6.50	1,800.00
30-inch Concrete Pipe	70	lin.ft.	7.50	525.00
36-inch Concrete Pipe	120	lin.ft.	10.00	1,200.00
12-inch Corrugated Metal Pipe	40	lin.ft.	3.75	150.00
24-inch Corrugated Metal Pipe	160	lin.ft.	7.50	1,200.00
30-inch Corrugated Metal Pipe	100	lin.ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	300	lin.ft.	14.50	4,350.00
48-inch Corrugated Metal Pipe	490	lin.ft.	25.00	12,250.00
72-inch Corrugated Metal Pipe, 10 Gage	500	lin.ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 Gage	310	lin.ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340	lin.ft.	7.00	2,380.00
9'-4" Structural Plate Pipe-Arch	34	lin.ft.	65.00	2,210.00
6-inch Metal Drain Pipe	520	lin.ft.	2.00	1,040.00
6-inch Perforated Metal Drain Pipe	590	lin.ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin.ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280	lin.ft.	3.75	1,050.00
Special Backfill in Drains	450	cu.yds.	6.00	2,700.00
Salvaging and Stockpiling Culvert Pipe	440	lin.ft.	3.00	1,320.00
Concrete Inlets, Type "D"	1	only	95.00	95.00
Concrete Inlets, Type "G-2"	1	only	150.00	150.00
36-inch Metal Tide Gate	1	only	300.00	300.00
Type 1 Fence, Modified	1,200	rods	6.50	7,800.00
Type 2 Fence	10	rods	6.50	65.00
14'x48" Metal Gates	4	only	85.00	340.00
16'x48" Metal Gates	4	only	90.00	360.00
Metal Guard Rail	11,600	lin.ft.	2.50	29,000.00
Salvage and Reinstall Guard Rail	6,800	lin.ft.	1.50	10,200.00
Guide Posts, Type W-2	210	only	7.50	1,575.00
Coarse Crushed Material in Base	84,280	tons	1.40	117,992.00
3/4" - 0 Material in Base	20,430	tons	1.50	30,645.00

Sprinkling	2,496	M-gals.	$ 2.50	$	6,240.00
SS-1 in Sprinkling	26,020	gals.	0.25		6,505.00
Preparation of Base	All	Required (97%)			1,455.00
3/4" - 0 Material in Binder Course	610	cu.yds.	3.75		2,287.50
Furnishing and Placing Aggregates	660	cu.yds.	3.75		2,475.00
RC-3 Asphalt	95	tons	42.00		3,990.00
120-150 Asphalt	40	tons	40.00		1,600.00
RS-1 Asphalt	24	tons	42.00		1,008.00
Asphaltic Concrete Mixture	21,670	tons	4.25		92,097.50
Asphalt in Mixture	1,196	tons	32.00		38,272.00
Extra for Paving Approaches	24	only	30.00		720.00
					$1,044,081.10
Flagging (57½% of Contractor's Cost)	All	Required (90%)		$	4,500.00
Seeding and Mulching	All	Required			4,650.00
Signing (Temporary)	All	Required (90%)			450.00
				$	9,600.00

Utilities

Work by West Coast Telphone Co.	All	Required	$	16,000.00
Work by Pacific Northwest Telephone Co.	All	Required		1,200.00
Work by Clackamas P.U.D.	All	Required		1,500.00
			$	18,700.00
Work by S.P.&S. Railway Company	All	Required	$	75,000.00

Subtotal	$1,147,381.10
10% Engr. & Cont.	114,737.90
Total	$1,262,119.00

Length of Roadway - - - - - - - - - - - 5.822 Miles
Cost of Roadway Per Mile - - - - - - - $216,784.43

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All	Required (3%)		$	960.00
Drainage Excavation, Unclassified	230	cu.yds.	$ 3.00		690.00
General Excavation, Unclassified	4,920	cu.yds.	0.67		3,296.40
Short Overhaul	25,900	yd.stas.	0.01		259.00
Long Overhaul	1,210	C-yd.stas.	0.35		423.50
Finishing Roadbed and Slopes	All	Required (3%)			180.00
18-inch Concrete Pipe	56	lin.ft.	4.50		252.00
54-inch Corrugated Metal Pipe	110	lin.ft.	28.00		3,080.00
8-inch Sewer Pipe	260	lin.ft.	2.00		520.00
12-inch Sewer Pipe	100	lin.ft.	2.50		250.00

Concrete Inlets, Type "G"	4 only	$100.00	$ 400.00
Concrete Manholes	1 only	350.00	350.00
Adjustment of Manholes	4 only	50.00	200.00
Concrete Curbs	50 cu.yds.	45.00	2,250.00
54-inch Metal Tide Gates	1 only	450.00	450.00
Coarse Crushed Material in Base	3,420 tons	1.40	4,788.00
3/4" - 0 Material in Base	770 tons	1.50	1,155.00
Sprinkling	104 M-gals.	2.50	260.00
SS-1 in Sprinkling	980 gals.	0.25	245.00
Preparation of Base	All Required (3%)		45.00
3/4" - 0 Material in Binder Course	55 cu.yds.	3.75	206.25
RC-3 Asphalt	10 tons	42.00	420.00
Asphaltic Concrete Mixture	1,530 tons	4.25	6,502.50
Asphalt in Mixture	84 tons	32.00	2,688.00
Extra for Paving Approaches	12 only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type L	40 lin.ft.	1.00	40.00
			$ 30,270.65
Flagging (57½% of Contractor's Cost)	All Required (10%)		$ 500.00
Signing (Temporary)	All Required (10%)		50.00
			$ 550.00
	Subtotal		$ 30,820.65
	10% Engr. & Cont.		3,081.35
	Total		$ 33,902.00

Length of Roadway - - - - - - - - - - 0.156 Mile
Cost of Roadway Per Mile - - - - - $217,320.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$1,262,119.00	$795,000.00	$467,119.00
4-lane Roadway	33,902.00	21,000.00	12,902.00
	$1,296,021.00	$816,000.00	$480,021.00

WOODSON-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S. P. & S. Railway Company

Labor placing and removing protective planking	324± M-FBM	$169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100± only	$ 7.10	$ 710.00

Temporary Pole Line Work

Labor	$ 6,032.00
Materials	$ 3,047.00

Permanent Pole Line Work

Labor	$ 7,072.00
Material	$ 4,173.00

Total	$75,790.00
Use	$75,000.00

Oregon State Highway Department

Federal Aid
Project No. F-221(10)

WOODSON-CLATSKANIE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 3, 1961

Type Code 6202
2-Lane Roadway (Sta. 489+00 thru Equa. 786+31.99 = 1655+59.14 to Sta. 1665+75)

Clearing and Grubbing	All	Required (97%)		$ 31,040.00
Drainage Excavation, Unclassified	4,430	cu. yds.	$ 3.00	13,290.00
General Excavation, Unclassified	589,080	cu. yds.	0.67	394,683.60
Extra for Selected Subgrade Material	81,000	cu. yds.	0.15	12,150.00
Short Overhaul	2,844,100	yd. sta.	0.01	28,441.00
Long Overhaul	345,790	C-yd. sta.	0.35	121,026.50
Finishing Roadbed & Slopes	All	Required (97%)		5,820.00
Rounding Cutbanks	1,500	lin. ft.	0.20	300.00
12-inch Concrete Pipe	1,060	lin. ft.	2.50	2,650.00
18-inch Concrete Pipe	744	lin. ft.	4.50	3,348.00
24-inch Concrete Pipe	300	lin. ft.	6.00	1,800.00
30-inch Concrete Pipe	70	lin. ft.	7.50	525.00
36-inch Concrete Pipe	120	lin. ft.	10.00	1,200.00
12-inch Corrugated Metal Pipe	40	lin. ft.	3.75	150.00
24-inch Corrugated Metal Pipe	160	lin. ft.	7.50	1,200.00
30-inch Corrugated Metal Pipe	100	lin. ft.	10.00	1,000.00
36-inch Corrugated Metal Pipe	300	lin. ft.	14.50	4,350.00
48-inch Corrugated Metal Pipe	490	lin. ft.	25.00	12,250.00
72-inch Corrugated Metal Pipe, 10 Gage	500	lin. ft.	46.00	23,000.00
84-inch Corrugated Metal Pipe, 8 Gage	310	lin. ft.	58.00	17,980.00
18-inch Corrugated Metal Siphon Pipe	340	lin. ft.	7.00	2,380.00
9'-4" Structural Plate Pipe-Arch	34	lin. ft.	65.00	2,210.00
6-inch Metal Drain Pipe	520	lin. ft.	2.00	1,040.00
6-inch Perforated Metal Drain Pipe	590	lin. ft.	2.00	1,180.00
8-inch Perforated Metal Drain Pipe	330	lin. ft.	2.50	825.00
12-inch Perforated Metal Drain Pipe	280	lin. ft.	3.75	1,050.00
Special Backfill in Drains	450	cu. yds.	6.00	2,700.00
Salvaging and Stockpiling Culvert Pipe	440	lin. ft.	3.00	1,320.00
Concrete Inlets, Type "D"	1	only	95.00	95.00
Concrete Inlets, Type "G-2"	1	only	150.00	150.00
36-inch Metal Tide Gate	1	only	300.00	300.00
Type 2 Fence	1,200	rods	6.50	7,800.00
14' x 48" Metal Gates	4	only	85.00	340.00
16' x 48" Metal Gates	4	only	90.00	360.00
Metal Guard Rail	11,600	lin. ft.	2.50	29,000.00
Salvage and Reinstall Guard Rail	6,800	lin. ft.	1.50	10,200.00
Guide Posts, Type W-2	210	only	7.50	1,575.00
Coarse Crushed Material in Base	84,280	tons	1.40	117,992.00

3/4" - 0 Material in Base	20,430 tons	$ 1.50	$ 30,645.00
Sprinkling	2,496 M-gals.	2.50	6,240.00
SS-1 in sprinkling	26,020 gal.	0.25	6,505.00
Preparation of Base	All Required (97%)		1,455.00
3/4" - 0 Material in Binder Course	610 cu. yds.	3.75	2,287.50
Furnishing and Placing Aggregates	660 cu. yds.	3.75	2,475.00
RC-3 Asphalt	95 tons	42.00	3,990.00
120-150 Asphalt	40 tons	40.00	1,600.00
RS-1 Asphalt	24 tons	42.00	1,008.00
Asphaltic Concrete Mixture	21,670 ~~21,760~~ tons	4.25	92,097.50
Asphalt in Mixture	1,196 tons	32.00	38,272.00
Extra for Paving Approaches	24 only	30.00	720.00
			$1,044,016.10

Flagging (57½% of Contractor's Cost)	All Required (90%)	$ 4,500.00
Seeding and Mulching	All Required ~~(90%)~~	4,650.00
Signing (Temporary)	All Required (90%)	450.00
		$ 9,600.00

Utilities

Work by West Coast Telephone Co.	All Required	$ 16,000.00
Work by Pacific Northwest Telephone Co.	All Required	1,200.00
Work by Clatskanie P.U.D.	All Required	1,500.00
		$ 18,700.00
Work by S.P. & S. Railway Company	All Required	$ 75,000.00
	Subtotal	$1,147,316.10
	10% Engr. & Cont.	114,730.90
	Total	$1,262,047.00

Length of Roadway . . . . 5.822 Miles
Cost of Roadway per Mile. $216,772.07

Type Code 6202
4-Lane Roadway (Sta. 1665+75 to Sta. 1674+00)

Clearing and Grubbing	All Required (3%)		$ 960.00
Drainage Excavation, Unclassified	230 cu. yds.	$ 3.00	690.00
General Excavation, Unclassified	4,920 cu. yds.	0.67	3,296.40
Short Overhaul	25,900 yd. sta.	0.01	259.00
Long Overhaul	1,210 C-yd. sta.	0.35	423.50
Finishing Roadbed and Slopes	All Required (3%)		180.00
18-inch Concrete Pipe	56 lin. ft.	4.50	252.00
54-inch Corrugated Metal Pipe	110 lin. ft.	28.00	3,080.00

8-inch Sewer Pipe	260	lin. ft.	$ 2.00	$ 520.00
12-inch Sewer Pipe	100	lin. ft.	2.50	250.00
Concrete Inlets, Type "G"	4	only	100.00	400.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	4	only	50.00	200.00
Concrete Curbs	50	cu. yds.	45.00	2,250.00
54-inch Metal Tide Gates	1	only	450.00	450.00
Coarse Crushed Material in Base	3,420	tons	1.40	4,788.00
3/4" - 0 Material in Base	770	tons	1.50	1,155.00
Sprinkling	104	M-gals.	2.50	260.00
SS-1 in Sprinkling	980	gal.	0.25	245.00
Preparation of Base	All	Required (3%)		45.00
3/4" - 0 Material in Binder Course	55	cu. yds.	3.75	206.25
RC-3 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	1,530	tons	4.25	6,502.50
Asphalt in Mixture	84	tons	32.00	2,688.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type L	40	lin. ft.	1.00	40.00
				$ 30,270.65
Flagging (57½% of Contractor's Cost)	All	Required (10%)		$ 500.00
Signing (Temporary)	All	Required (10%)		50.00
				$ 550.00
	Subtotal			$ 30,820.65
	10% Engr. & Cont.			3,081.35
			Total	$ 33,902.00

Length of Roadway . . . . 0.156 Miles
Cost of Roadway Per Mile $217,320.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$1,262,047.00	$795,000.00	$467,047.00
4-lane Roadway	33,902.00	21,000.00	12,902.00
	$1,295,949.00	$816,000.00	$479,949.00

WOODSON-CLATSKANIE SECTION

PROJECT NO. F-221(10)

Estimated costs of work by S. P. & S. Railway Company

Labor placing and removing protective planking	324± M-FBM $169.00	$54,756.00
Furnish and replace ties damaged by spiking planking	100± Only $7.10	$ 710.00
Temporary Pole Line Work		
Labor		$ 6,032.00
Materials		$ 3,047.00
Permanent Pole Line Work		
Labor		$ 7,072.00
Materials.		$ 4,173.00
		$75,790.00
	Use	$75,000.00

RECEIVED
DEC 26 1961
FOR FILING

5999

December 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the disposition of unsuitable material on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

The material encountered in excavation for the double 72" corrugated metal pipe culvert and drain ditches is peat and silt entirely unsuitable for roadway embankment.

The contractor has negotiated with the adjacent property owner for the disposal area. The material will be excavated under the contract items and placed as near the right-of-way line as possible. This Order covers additional work necessary for its disposal.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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5999

Salem, Oregon
November 28, 1961

J. B. Walker
Division Engineer

Eligibility Date, S.P.&S. R.R. Co.
Westport-Clatskanie Section
Clatsop and Columbia Counties
Contract No. 5999
Eligibility Date, R.R. Work

The Bureau of Public Roads has established the date of September 26, 1961 as the beginning date upon which work by the Railroad Company on the subject project is eligible for reimbursement.

D. B. Porter
Office Engineer

DBP:lt

cc: Tom Edwards
E. J. Hall
C. H. Maison

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NOV 2[illegible] 1961
~~FOR~~
4994

477 Cottage Street, N.E.
Salem, Oregon

November 24, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-221(10)

Reference is made to our memorandum of September 26, 1961 which approved the revised P. S. and E. documents for Oregon Project F-221(10), Westport-Clatskanie Section of the Columbia River Highway.

This memorandum inadvertently omitted authorization to perform work under the agreement with the Spokane, Portland and Seattle Railway Company, dated July 5, 1961. Since the agreement was approved by this office on August 31, 1961, authorization to perform the work under the agreement is granted as of September 26, 1961, the date the P. S. and E. documents were approved.

NOTED
FORREST COOPER

RECEIVED
NOV 21 1961
FOR FILING

5999

November 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties, Contract No. 5999, in connection with Federal Aid Project No. F-221(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

F-[illegible]

6499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 20, 1961

Clatskanie Peoples Utility District
Clatskanie,
Oregon

Power Line Adjustment
Westport-Woodson Unit
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties

Attention Mr. A. L. Bailey

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this unit has been approved by the State and Bureau of Public Roads as of October 10, 1961, to coincide with the prior approval of the Woodson-Clatskanie Unit.

You are hereby authorized to proceed with the work as of October 10, 1961. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By H. Baker

C. H. Baker
Asst. Field Construction Engineer

FS:jw

cc Forrest Cooper ✓
R. L. Porter
C. H. Maison
J. D. Walker
E. S. Hall
C. G. Polk

NOTED

RECEIVED
NOV 17 1961
FOR FILING

5999

477 Cottage Street, N.E.
Salem, Oregon

November 15, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By:
T. Dec
Acting Division Engineer

Utility Adjustment
Clatskanie People's Utility District
Westport-Clatskanie Section
Columbia River Highway
Project F-221(10)

We hereby approve the agreement evidenced by the exchange of letters dated October 17, 1961, November 7, 1961, and October 31, 1961 between the State and the utility company. This approval refers specifically to the Westport-Woodson unit of the project.

Authorization to proceed with the work is granted as of October 10, 1961 to coincide with the prior authorization of the Woodson-Clatskanie unit dated October 13, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

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FOR FILING

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November 8, 1961

Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the facilities of the Clatskanie Peoples' Utility District on the Westport-Woodson Unit of the subject project.

1. Two copies of our Staff Attorney's letters which establish the obligation of the State to reimburse the Utility for making the adjustments.

2. Two copies of the Utility's estimates of cost for making the adjustments.

3. Two copies of the sketches prepared by the Utility showing the adjustments to be made.

Your approval of the agreement between the State and Utility, as evidenced above is requested. It is further requested that approval of October 10, 1961, be approved as the starting date to coincide with the starting date on the Woodson-Clatskanie Unit, given in your letter of October 13, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
FORM E-123
NOV 6 1961
FOR FILING

5999

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 6, 1961

Kuckenberg Const. Co. Inc.,
P. O. Box 7407
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5999, awarded October 25, 1961, for grading-paving-rock production on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop-Columbia Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

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FORM 2-128-X 50M 6-61
NOV 6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 3, 1961

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Attention: Mr. L. S. Hankinson

Telephone Line Adjustments
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of October 4, 1961.

Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
Forrest Cooper
C. H. Maison
R. L. Porter
J. D. Walker
E. J. Hall

NOTED
FORREST COOPER

RECEIVED
NOV 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 1961
FOR FILING

5999

477 Cottage St. N.E.
Salem, Oregon

November 1, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dac
District Engineer

Utility Adjustment - West Coast Telephone Co.
Project F-221(10), Westport-Clatskanie Section, Columbia River Highway

We hereby approve the agreement evidenced by the exchange of letters dated September 18, September 21, and October 23, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of October 4, 1961, the date of original submission of the agreement. Approval is subject to the provisions of PPM 30-4.

orig to Porter

MISC. CONTRACTS and
AGREEMENTS No.

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OR FILING

5999

48

October 30, 1961

Westport Diking District No. 15
c/o E.H. Condit
Westport, Oregon

Gentlemen:

We are enclosing for the records and files of the Westport Diking District No. 15 a fully executed copy of an agreement between the State Highway Commission and the Westport Diking District No. 15 covering reconstruction of a portion of the District's dike necessitated by construction of the Westport-Clatskanie Section of the Columbia River Highway.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

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FOR FILING

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October 30, 1961

Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 12, 1961, regarding adjustment of the West Coast Telephone Company's facilities on the subject project.

We are submitting herewith revised estimates prepared by the Company in conformance with PPM 30-4 and two copies of sheet 3 of the sketch which are legible.

Part of the telephone lines are contacted on Western Union poles and Western Union has been instructed to proceed with its revision. It is requested that approval of the West Coast Telephone Company agreement and start of work be made as of October 4, 1961, the date of our original submission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 27 1961
FOR FILING

5999

October 27, 1961

Mr. H. E. Hey, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.,
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of our Contract No. 5999 with Kuckenberg Construction Co. Inc., covering grading, paving and rock production work on the Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties.

This contract applies to the work described in our letter of transmittal to you dated October 4, 1961, at which time we mailed you preliminary copies of the special provisions and plans for the above-named project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Mr. G. S. Paxson

JWR:cr

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OCT 30 1961
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5999

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1961

SUBJECT: Dike Construction
Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Attached you will find three copies of a letter of approval from the Corps of Engineers for the reconstruction of the dike between Stations 341 and 343 on the subject project.

Your attention is directed in particular to paragraphs three and five of this letter upon which the Corps of Engineers has based their approval. The State has agreed to these conditions, so please arrange to have these fulfilled under construction.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

TWL:fp

Enc.

cc C. G. Polk
Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
OCT 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NPPGW-6

12 October 1961

Advisory Board
Clatsop County Diking District No. 15
Westport, Oregon

ATTENTION: Mr. E. H. Condit, Business Secretary

Gentlemen:

Reference is made to the plans prepared by the Oregon State Highway Department for relocation of the Columbia River Highway through the southwesterly portion of your district, which were delivered to this office by Mr. E. H. Condit on 11 October 1961.

The plans provide for removal and reconstruction of a portion of the levee between approximate highway station 341 and 343 and for a crossing over the levee at highway station 350+30.

The levee foundation and existing levee slope to be covered with embankment material should be cleared of all brush, vines and trees and stripped of heavy sod or other vegetation. Material secured from the existing levee should be placed in the relocated levee. The levee in the vicinity of station 350+30 should not be disturbed during construction of the highway crossing.

The application is approved subject to the above conditions and two sets of the approved drawings are inclosed.

It is requested that this office be notified at least three days prior to initiation of construction of the levee crossing or relocation of the levee, in order that a representative of this office may be present to inspect the work. In order to minimize possible delay in making the inspection, it is suggested that you call CA 7-7681, Extension 350, Portland, Oregon.

Sincerely yours,

B. E. WILCOX
Chief, Engineering Division

2 Incl (dup)
Appr. dwgs.

Fitchard

OCT 2 1961

Chalmers Thornber

RECEIVED
OCT 25 1961
FOR FILING

F-[illegible]

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving of the Westport-Clatskanie Section of the Columbia River Highway in Columbia County, Project F-221(10), to Kuckenberg Construction Co., Inc., on the basis of the bid of $1,818,074.10 submitted on October 18, 1961.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

RECEIVED
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5999

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 25, 1961

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Telephone Line Adjustment
Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above-named project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of October 19, 1961.

Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By
C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
Forrest Cooper
C. H. Maison
R. L. Porter
J. D. Walker
E. J. Hall

NOTED
FORREST COOPER

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1961
FOR FILING

5999

477 Cottage St. N.E.
Salem, Oregon

October 25, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.4-0 C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
Acting Division Engineer

Oregon Project F-221(10)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-221(10), Westport-Clatskanie Section, Columbia River Highway, we hereby concur, as of this date, in award of Contract No. 5999 to Kuckenberg Construction Company of Portland, Oregon, low bidder in the amount of $1,818,074.10 at the October 18, 1961 bid opening.

Concurrence in award of contract is given with the understanding that any utility agreements, not yet fully executed, will be completed at the earliest possible date. It is believed this will tend to result in greater promptness in initiating and accomplishing utility adjustments.

Porter

NOTED
[illegible]

RECEIVED
V 2 1961

FORM 1808

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

3999

October 24, 1961
File: 1089

[illegible] easement [illegible]

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. E. J. Benner
Right of Way Supervisor

Dear Sirs:

Please refer to your letter of July 19, 1961, file No. 31532 Westport-Clatskanie Section Columbia River Highway Columbia County, relative to Spokane, Portland and Seattle Railway Company property to be acquired by the State for the improvement of the above designated section of highway.

As explained to you yesterday afternoon, in checking through our deeds we now find that due to reversionary clauses we will not be able to convey fee title to any of the parcels desired, therefore all of Parcels No. 1 to No. 8 inclusive totalling 12.30 acres covered by the descriptions furnished us will have to be incorporated in an easement. The above is called to your attention with the thought in mind that you may again wish to go over your appraisals, which as previously outlined were on the basis of $300.00 per acre for both fee title and easement conveyances less any settlements you may have to make due to reversionary rights. You also agreed to $50.00 per acre for the 5.52 acres needed by the State for temporary or slope easements.

In making your final offer to us I personally feel that the Railway Company should not be penalized too much even though we cannot grant fee title to any of the parcels desired. In this connection we cannot

FORM 1053

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

October 24, 1961

State of Oregon

overlook the fact that even though the conveyance from us is by easement only we have lost use of the 12.30 acres to be conveyed to the State for as long as the highway remains in the location now projected.

Yours very truly,

(SIGNED) W. P. GARRETT

Right of Way and Tax Agent

WPG/daj

cc Mr. L. I. Lindas
Mr. W. T. Wright
Mr. G. S. Paxson
Mr. H. F. Moy

RECEIVED
OCT 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 24 1961
FOR FILING

F-[illegible]

October 23, 1961

Mr. C. E. Broeder, Comptroller
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of October 18 requesting names and addresses of resident engineers assigned to construction projects affecting your railroad.

The highway grade crossings on the Smith Point-Warrenton Section of US101 in Clatsop County will be supervised by Mr. E. J. Hall, whose address is Box 543, Astoria, Oregon.

The relocation of the Lower Columbia River Highway, US30, between Clatskanie and Westport will also be supervised by Mr. Hall.

The highway overcrossing of the Oregon Trunk tracks on the Yale Avenue-Third Street Section in Bend will be supervised by Mr. R. H. Clark, whose address is State Highway Department, Bend, Oregon.

These supervising engineers should be contacted concerning any billing for reimbursable railroad costs on the above projects. In connection with the Yale Avenue-Third Street Section in Bend, the present contract only includes the grading of the highway. The overcrossing structure will be in a later contract and possibly supervised by some other resident engineer.

In your letter you refer to these projects as being federal interstate highways. None of the above is on the interstate system and should be referred to as federal-aid highway projects. The requirements of PPM 30-3 apply equally to federal-aid and interstate projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ee

cc to: Mr. W. C. Williams, Mr. Dean Swift, Mr. J. D. Walker,
Mr. E. J. Hall, Mr. R. H. Clark

FORM 1964

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

ACCOUNTING DEPARTMENT

1101 N. W. HOYT STREET, PORTLAND 7, OREGON

C. E. BROEDER
COMPTROLLER
H. L. KENDALL
AUDITOR DISBURSEMENTS
F. G. BURGARD
AUDITOR REVENUE ACCOUNTS
L. F. LAWSON
AUDITOR MISCELLANEOUS ACCOUNTS
G. C. GRAHAM
AUDITOR MACHINE SECTION

October 18, 1961

FILE NO DA-808-TM B-1464

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Reference is made to the following construction agreements made between the State of Oregon and the Spokane, Portland and Seattle Railway Company System Lines:

Highway Grade crossings, Smith Point-Warrenton, dated 3/24/61.
Relocation of Highway No. 30, Clatskanie-Westport, dated 7/5/61.
Highway overcrossing, Yale Avenue-3rd Street, Bend, dated 9/15/61.

Since all the above projects are being built in the interests of the Federal Interstate Highway Program, it is necessary that the billing for our cost reimbursable expenses in connection therewith be handled in conformity with the provisions of Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto.

Therefore, it will be necessary that all labor, material and equipment reports covering work done on the above projects by our forces be submitted for approval by your Resident Engineer or other authorized representative in direct charge of the work at the job site.

In order to accomplish this, we will need the names and mailing addresses of such persons on each of the above projects and I shall be pleased if you will furnish these at your early convenience.

Yours truly,

C E Broeder

Comptroller

RECEIVED
OCT 19 1961
OREGON
STATE HIGHWAY COMMISSION

TM-w

cc - Mr. H. F. Moy
Chief Engineer

NOTED
G. S. PAXSON

RECEIVED
OCT 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING
F-221 (10)
5999

477 Cottage St. N.E.
Salem, Oregon

October 23, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
District Engineer

Utility Adjustment, Pacific Northwest Bell Telephone Co.
Westport-Clatskanie Section, Columbia River Highway
Project F-221(10)

We hereby approve the agreement evidenced by the exchange of letters dated September 18, 1961, October 17, 1961 and October 6, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of October 19, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
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FOR FILING

[illegible]

[illegible]

(Jones)

Airport Clearance
Inc.

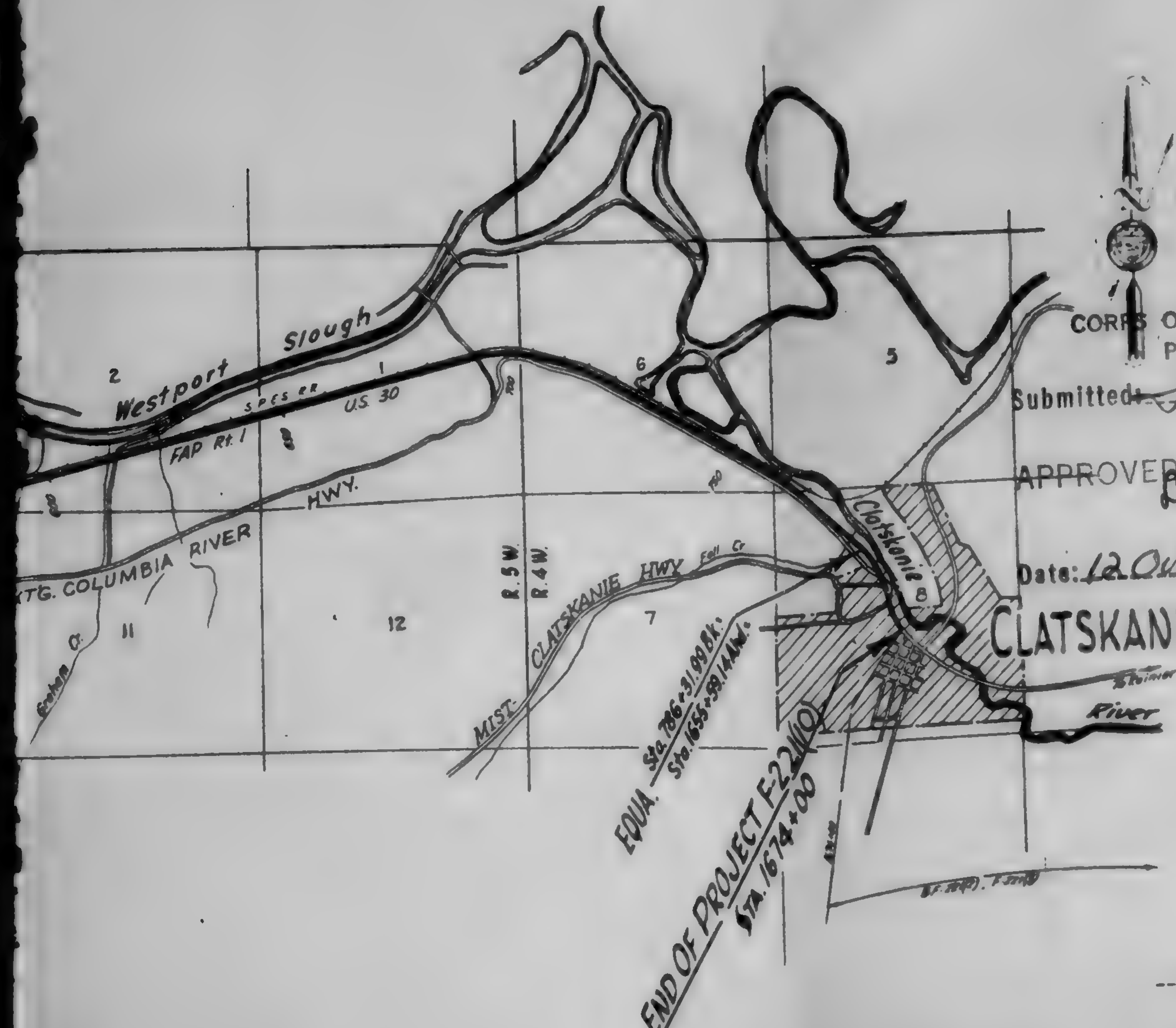
7Y-6-2

WESTPORT -CLATSKANIE SECTION COLUMBIA RIVER HIGHWAY CLATSOP & COLUMBIA COUNTIES				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-221(10)		See Index

OREGON
Y DEPARTMENT
OSED PROJECT
& PAVING

SKANIE SECTION
ER HIGHWAY
MBIA COUNTIES
R .,1961

Approved 11 October 1961
Clatsop County Diking District No. 15
By: John J. Luoto
Ernest Coleman
Business Secretary


Westport
Slough
2
1
6
5
S.P.&S. RR
U.S. 30
FAP Rt. 1
XTG. COLUMBIA RIVER HWY.
11
12
7
8
R.5W.
R.4W.
MIST.-CLATSKANIE HWY
Fall Cr.
Clatskanie
CLATSKANIE
Shiner
River
EQUA. Sta. 786+31.99 Bk. / Sta. 1655+59.14 Ahd.
END OF PROJECT F-221(10)
STA. 1674+00

CORPS OF ENGINEERS, U. S. ARMY
PORTLAND DISTRICT

Submitted: Fred C. Ingram
Engineer

APPROVED: for
Colonel, Corps of Engineers
District Engineer

Date: 12 October 1961

W. C. WILLIAMS

W. C. Williams
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
M. K. McIver Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

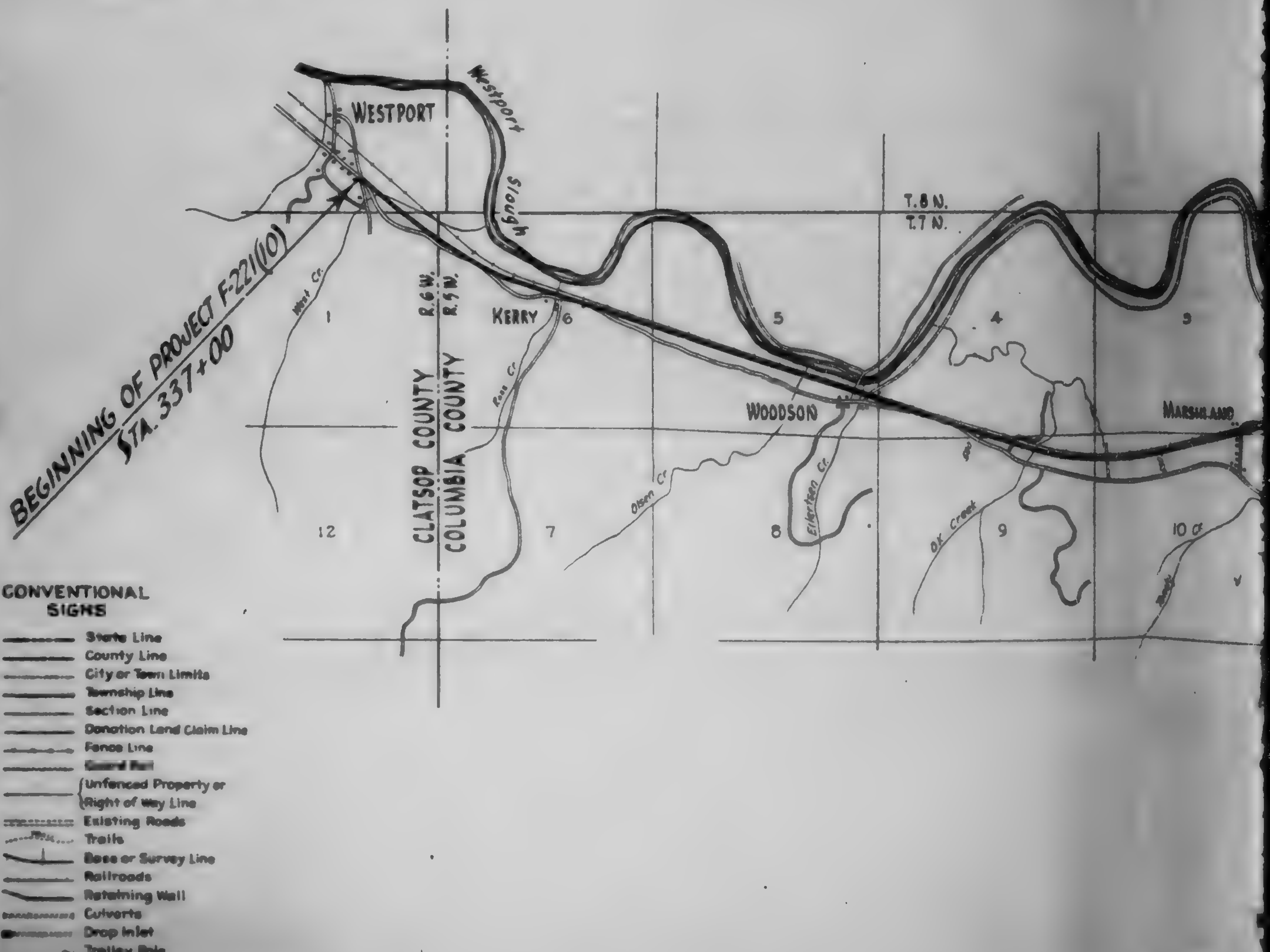
DIVISION ENGINEER DATE

Map

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2&2A	Typical Sections & Details
2B	Summary
3-15	Plan & Profile
15A	Plan & Profile (Midland Road)
15-19	Plan & Profile

Drg. No's.
1833-Oiling Details
2050
2050A } Manholes
2105-Inlets
2088-Traffic Markers
2094-Guard Rail
2106-Guide Posts
2085-
2085A } Fences
2091-CMP Details
2112-Sloped Ends For CMP
9796-
12950 } Box Culverts

STATE
STATE HIGH
PLANS FOR P
GRA
WESTPORT-C
COLUM
CLATSOP


WESTPORT
Westport Slough
T.8 N.
T.7 N.
R.6 W.
R.5 W.
KERRY
WOODSON
MARSHLAND
CLATSOP COUNTY
COLUMBIA COUNTY
West Cr.
Fox Cr.
Olsen Cr.
Eilertsen Cr.
Ox Creek
1
6
5
4
3
12
7
8
9
10
BEGINNING OF PROJECT F-221(10)
STA. 337+00

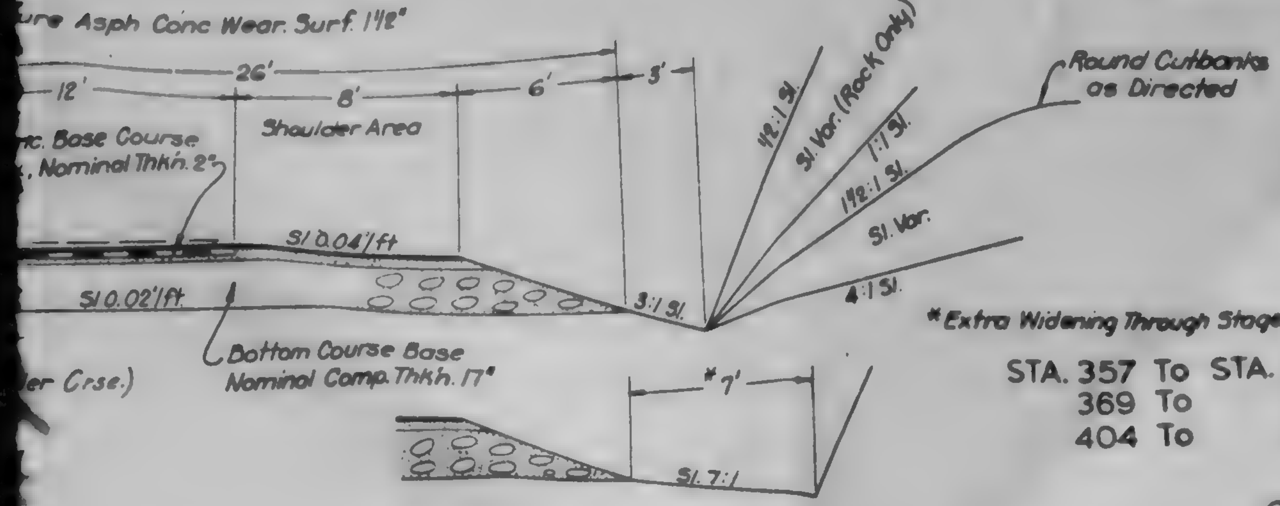
CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
Bridges
Trees

Sket
Scale
0

7V-6-2

WESTPORT-CLATSKANIE SECTION COLUMBIA RIVER HIGHWAY CLATSOP & COLUMBIA COUNTIES				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-221(10)		See Index

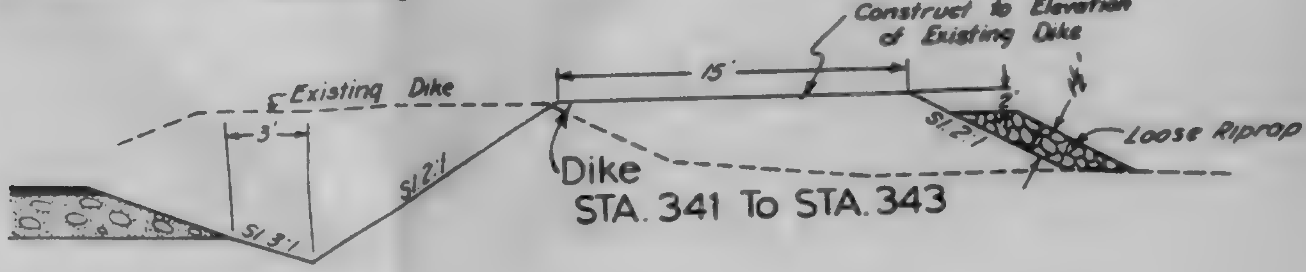
TIONS


ure Asph Conc Wear. Surf. 1½"
12'
26'
8'
6'
3'
Shoulder Area
nc. Base Course
, Nominal Thk'n. 2"
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Bottom Course Base
Nominal Comp. Thk'n. 17"
3:1 Sl.
1½:1 Sl.
Sl. Var. (Rock Only)
1:1 Sl.
1½:1 Sl.
Sl. Var.
4:1 Sl.
Round Cutbanks as Directed
er Crse.)
*7'
Sl. 7:1

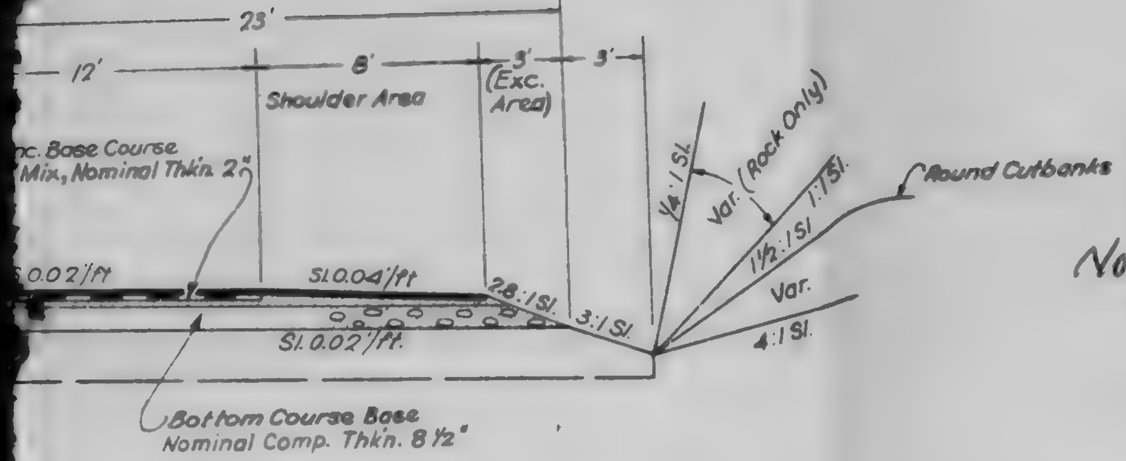
*Extra Widening Through Stage Construction

STA. 357 To STA. 360
369 To 376
404 To 407

A.489+00


℄ Existing Dike
3'
Sl. 3:1
Sl. 2:1
15'
Construct to Elevation of Existing Dike
Sl. 2:1
Loose Riprap

Dike
STA. 341 To STA. 343


23'
12'
8'
3'
3'
Shoulder Area
(Exc. Area)
nc. Base Course
Mix, Nominal Thk'n. 2"
S. 0.02'/ft.
Sl. 0.04'/ft.
2.8:1 Sl.
3:1 Sl.
Sl. 0.02'/ft.
Bottom Course Base
Nominal Comp. Thk'n. 8½"
¼:1 Sl.
Var. (Rock Only)
1:1 Sl.
1½:1 Sl.
Var.
4:1 Sl.
Round Cutbanks

Approved 11 October 1961
Clatsop County Diking District
No. 15
By: John J. Luoto
Ernest Coleman
[illegible] S. Sec.

00 to [EQ. 786+31.99 Bk. / 1655+59.14 Ah.] STA. 1662+00

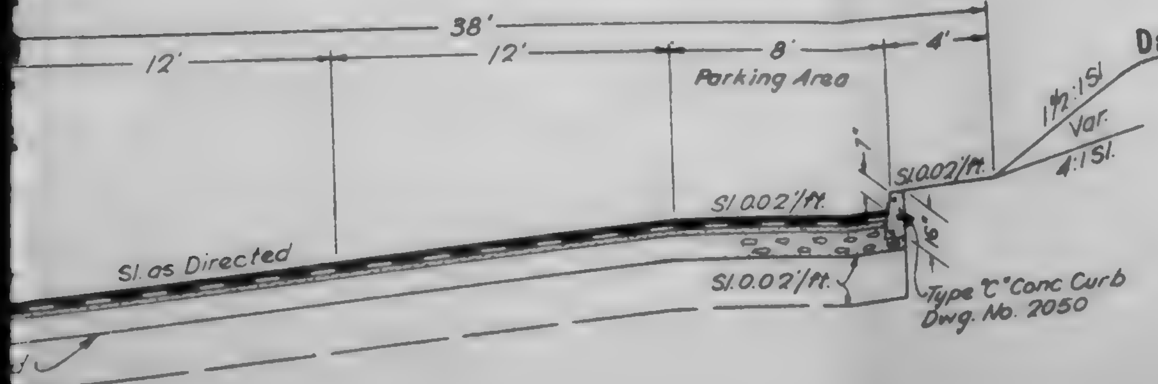
00 to STA. 1665+75 (Taper Section)

CORPS OF ENGINEERS, U. S. ARMY
PORTLAND DISTRICT

Submitted: Fred C. [illegible] Engineer

APPROVED: [illegible]
for Colonel, Corps of Engineers
District Engineer

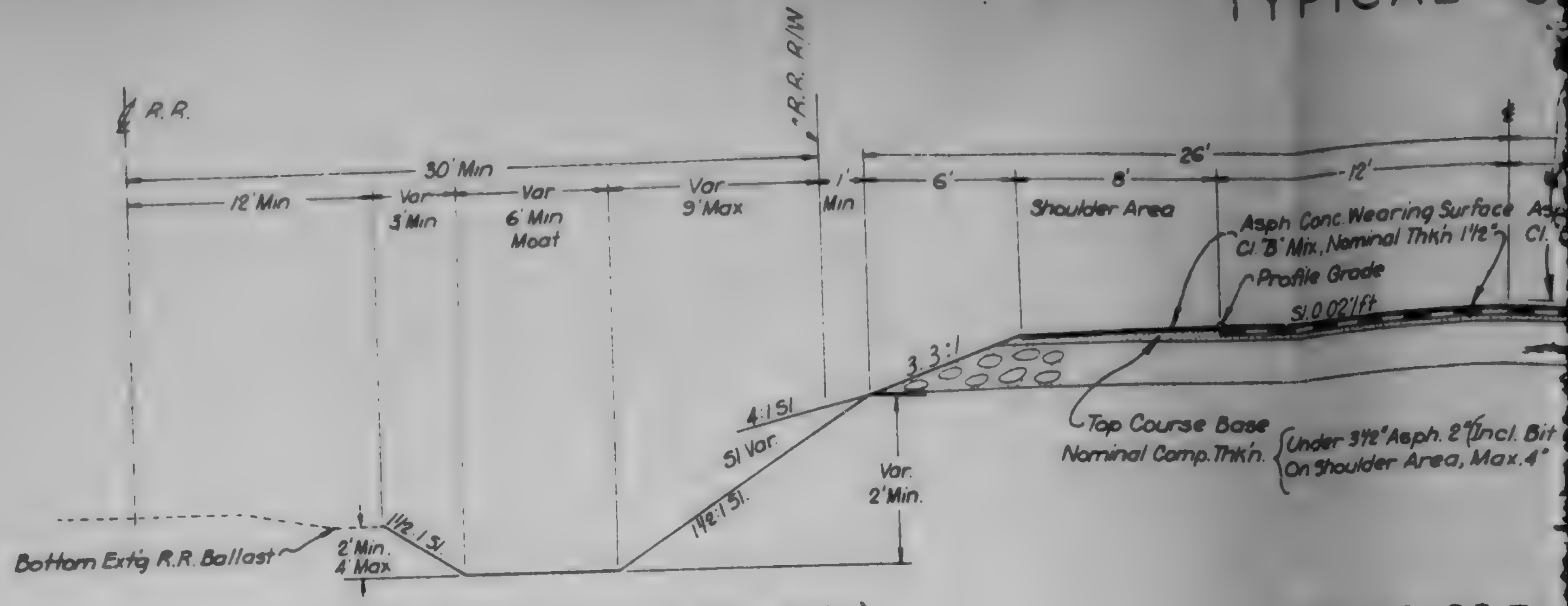
Date: 12 October 1961


38'
12'
12'
8'
4'
Parking Area
7"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
6"
Sl. as Directed
Sl. 0.02'/ft.
Type "C" Conc Curb
Dwg. No. 2050
1½:1 Sl.
Var.
4:1 Sl.

facing Details, See Section Above

+75 to STA. 1674+00

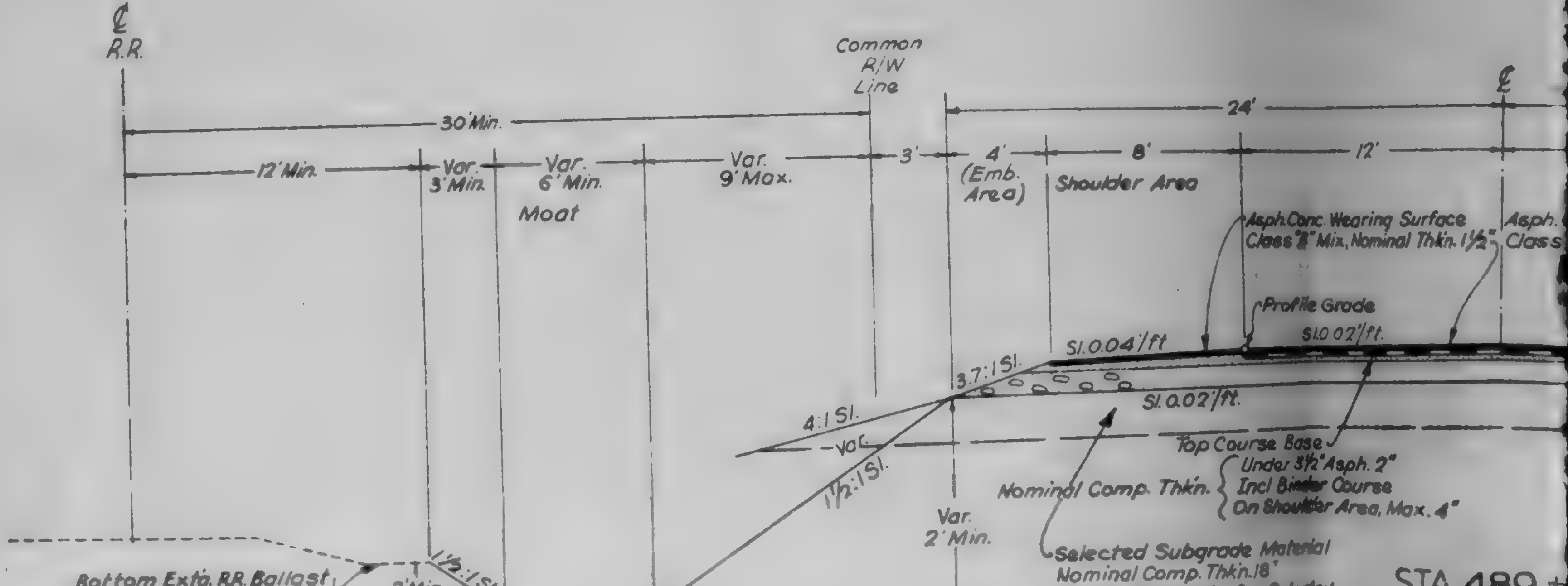
TYPICAL S



℄ R.R.
R.R. R/W
30' Min
12' Min
Var 3' Min
Var 6' Min Moat
Var 9' Max
1' Min
26'
6'
8'
12'
Shoulder Area
Asph. Conc. Wearing Surface Cl. "B" Mix, Nominal Thk'n 1½"
Profile Grade
Sl. 0.02'/ft.
3.3:1
4:1 Sl.
Sl. Var.
1½:1 Sl.
Var. 2' Min.
1½:1 Sl.
2' Min. 4' Max
Bottom Extg. R.R. Ballast
Top Course Base
Nominal Comp. Thk'n.
Under 3½" Asph. 2" Incl. Bit
On Shoulder Area, Max. 4"

MOAT SECTION (Left Side Only)
STA. 473 To STA. 489

STA. 337+00 To

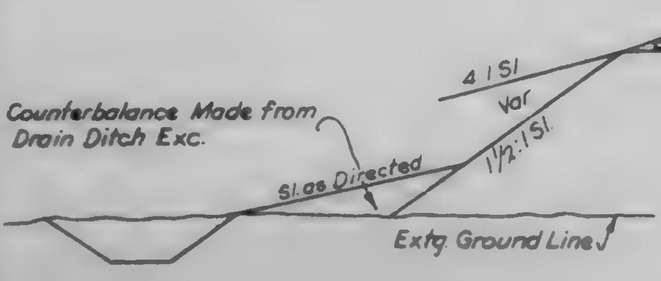


℄ R.R.
Common R/W Line
30' Min.
12' Min.
Var. 3' Min.
Var. 6' Min.
Moat
Var. 9' Max.
3'
24'
4' (Emb. Area)
8'
Shoulder Area
12'
℄
Asph. Conc. Wearing Surface Class "B" Mix, Nominal Thk'n. 1½"
Profile Grade
Sl. 0.04'/ft.
Sl. 0.02'/ft.
3.7:1 Sl.
Sl. 0.02'/ft.
4:1 Sl.
Var.
1½:1 Sl.
Top Course Base
Nominal Comp. Thk'n.
Under 3½" Asph. 2" Incl. Binder Course
On Shoulder Area, Max. 4"
Var. 2' Min.
1½:1 Sl.
2' Min. 4' Max.
Bottom Extg. R.R. Ballast
Selected Subgrade Material Nominal Comp. Thk'n. 18" Do not Excavate for Selected Subgrade Material Where Suitable Granular Material is Encountered.

MOAT SECTION (Left Side Only)
STA. 489 to 525
STA. 701 to 764

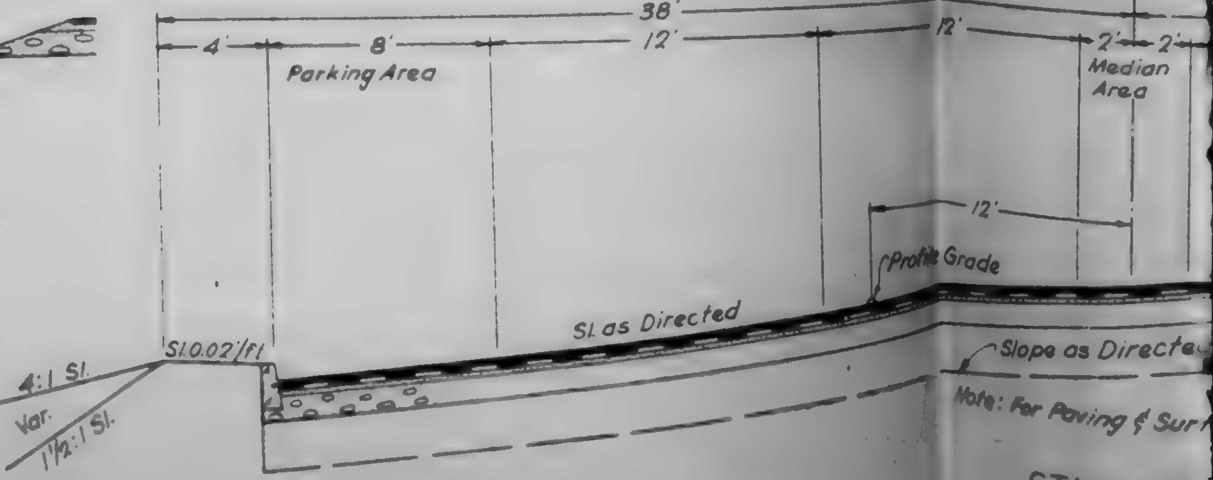
STA. 489 +

STA. 1662



4:1 Sl.
Var.
1½:1 Sl.
Counterbalance Made from Drain Ditch Exc.
Sl. as Directed
Extg. Ground Line

COUNTERBALANCE
For Location, See Plans

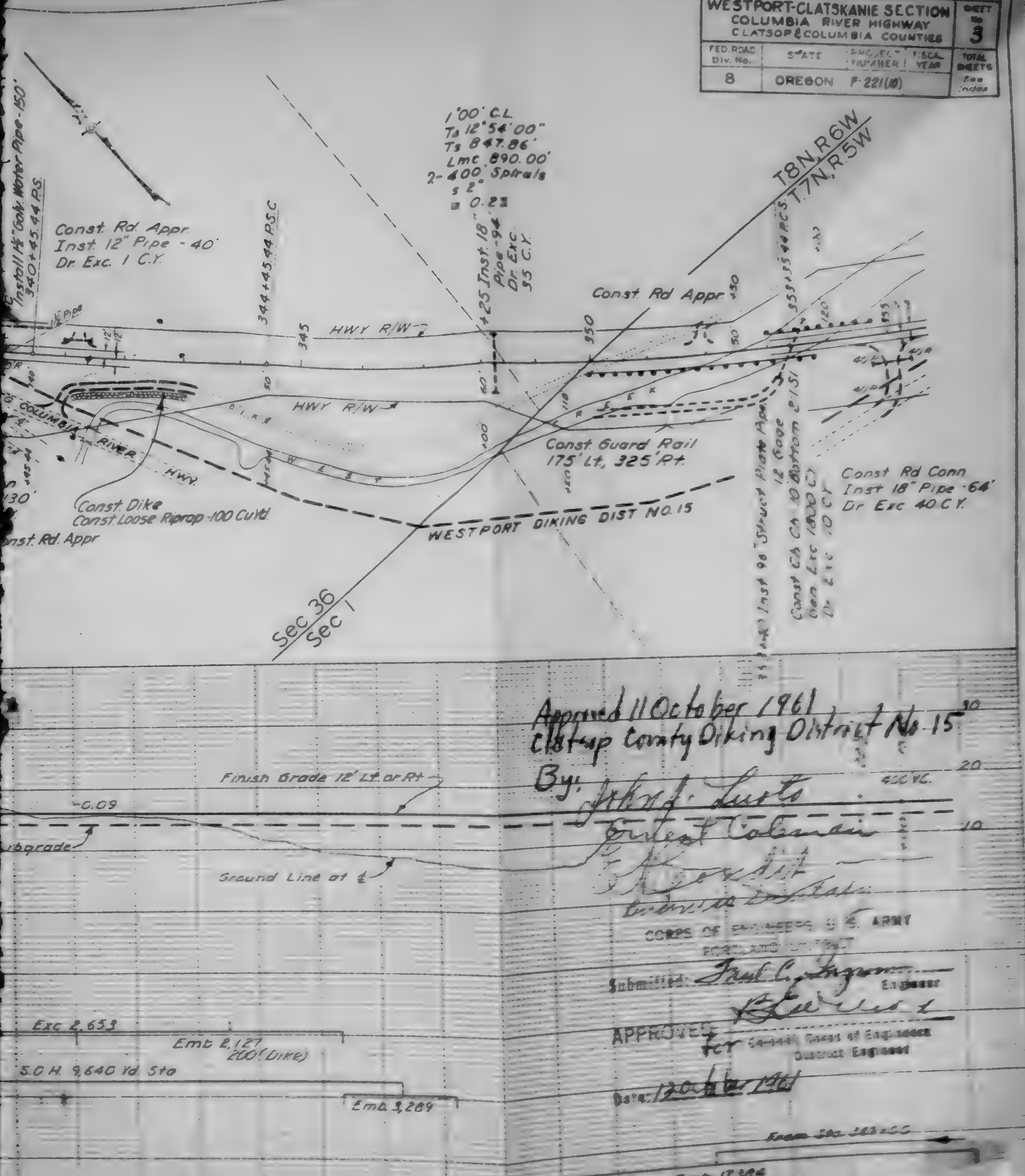


38'
4'
8'
12'
12'
2'
2'
℄
Parking Area
Median Area
12'
Profile Grade
Sl. as Directed
Sl. 0.02'/ft.
4:1 Sl.
Var.
1½:1 Sl.
Slope as Directe
Note: For Paving & Sur

STA. 1665

7V-6-2

WESTPORT-CLATSKANIE SECTION COLUMBIA RIVER HIGHWAY CLATSOP & COLUMBIA COUNTIES				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-221(10)		See index


Install 1½" Galv. Water Pipe - 150'
340+45.44 P.S.
Const. Rd. Appr.
Inst. 12" Pipe - 40'
Dr. Exc. 1 C.Y.
344+45.44 P.S.C.
1°00' C.L.
Ts 12°54'00"
Ts 847.86'
Lmc 890.00'
2-400' Spirals
s 2°
0.23
+25 Inst. 18" Pipe - 94'
Dr. Exc. 35 C.Y.
T8N, R6W
T7N, R5W
353+35.44 P.C.S.
Const. Rd. Appr.
HWY R/W
345
350
COLUMBIA RIVER HWY.
WEST
Const Guard Rail
175' Lt, 325' Rt.
Const. Dike
Const. Loose Riprap - 100 Cu Yd.
Const. Rd. Appr.
WESTPORT DIKING DIST NO. 15
Sec 36
Sec 1
Inst 96' Struct Plate Arch 12 Gage
Const Ch. 10' Bottom
Chan Exc 1,800 C.Y.
Dr. Exc 10 C.Y.
Const Rd Conn
Inst 18" Pipe - 64'
Dr Exc 40 C.Y.
30
20
10
400' VC.
Finish Grade 12' Lt. or Rt.
-0.09
Subgrade
Ground Line at ℄
Exc 2,653
Emb 2,127
200' Dike)
S.O.H. 9,640 Yd Sta
Emb 3,289
From Sta 283+00
Emb 12,384
340
345
350
355

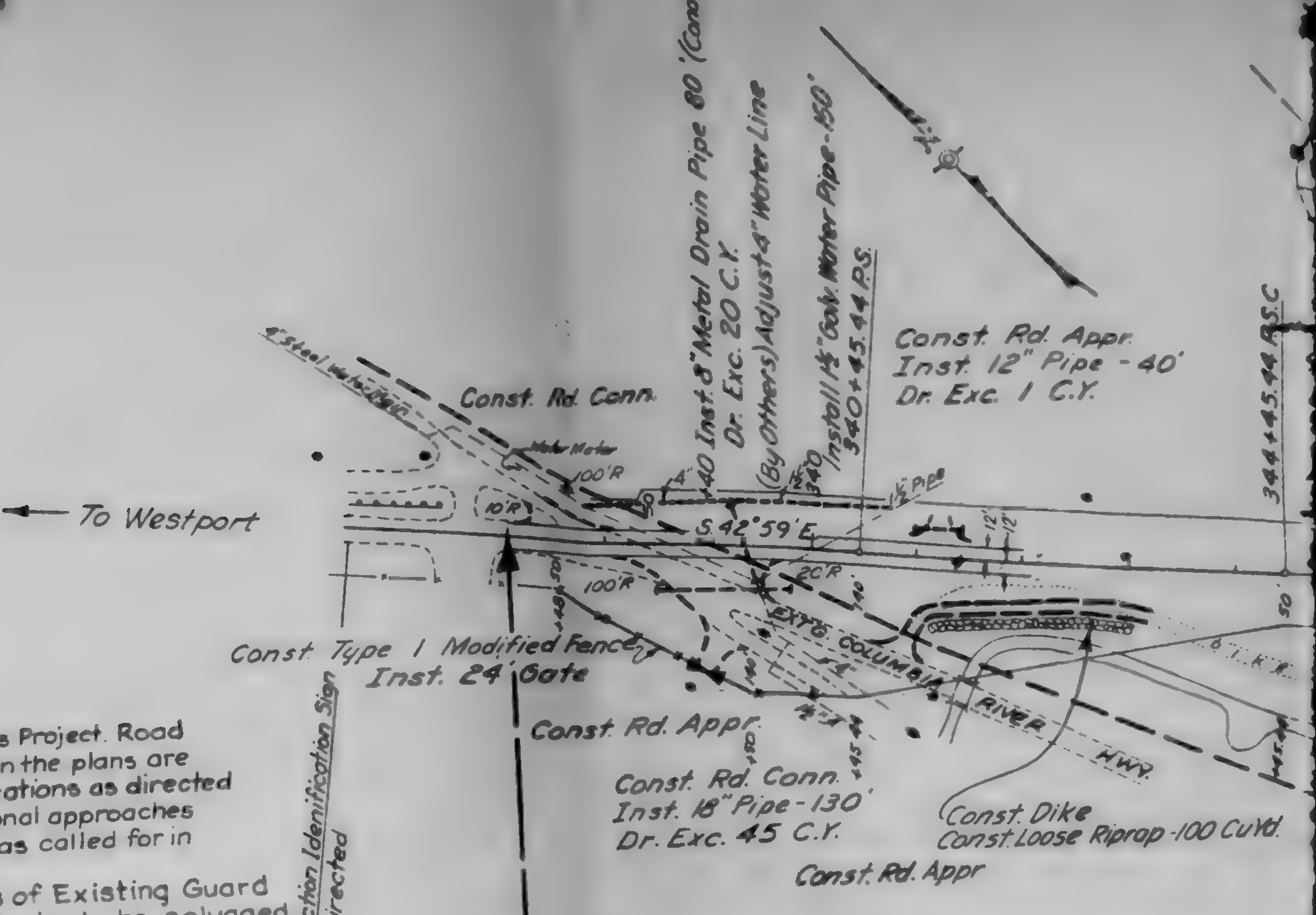
Approved 11 October 1961
Clatsop County Diking District No. 15
By:
Ernest Coleman

CORPS OF ENGINEERS, U.S. ARMY
PORTLAND DISTRICT

Submitted: Engineer

APPROVED:
for Colonel, Corps of Engineers
District Engineer

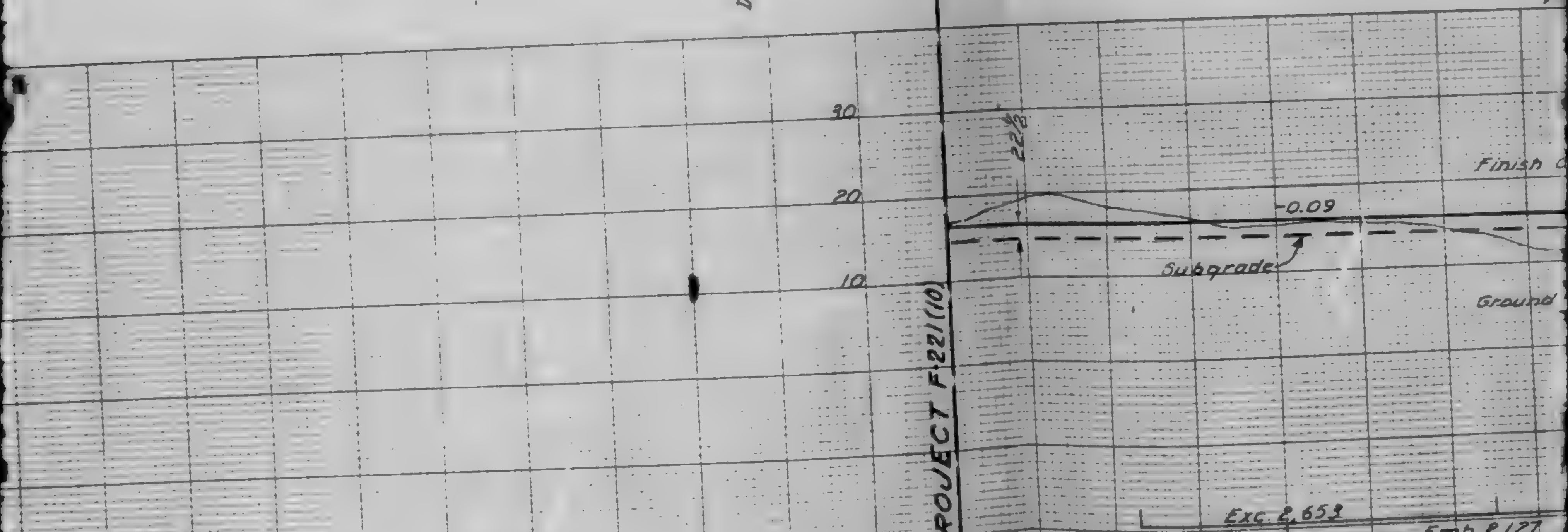
Date: 12 October 1961



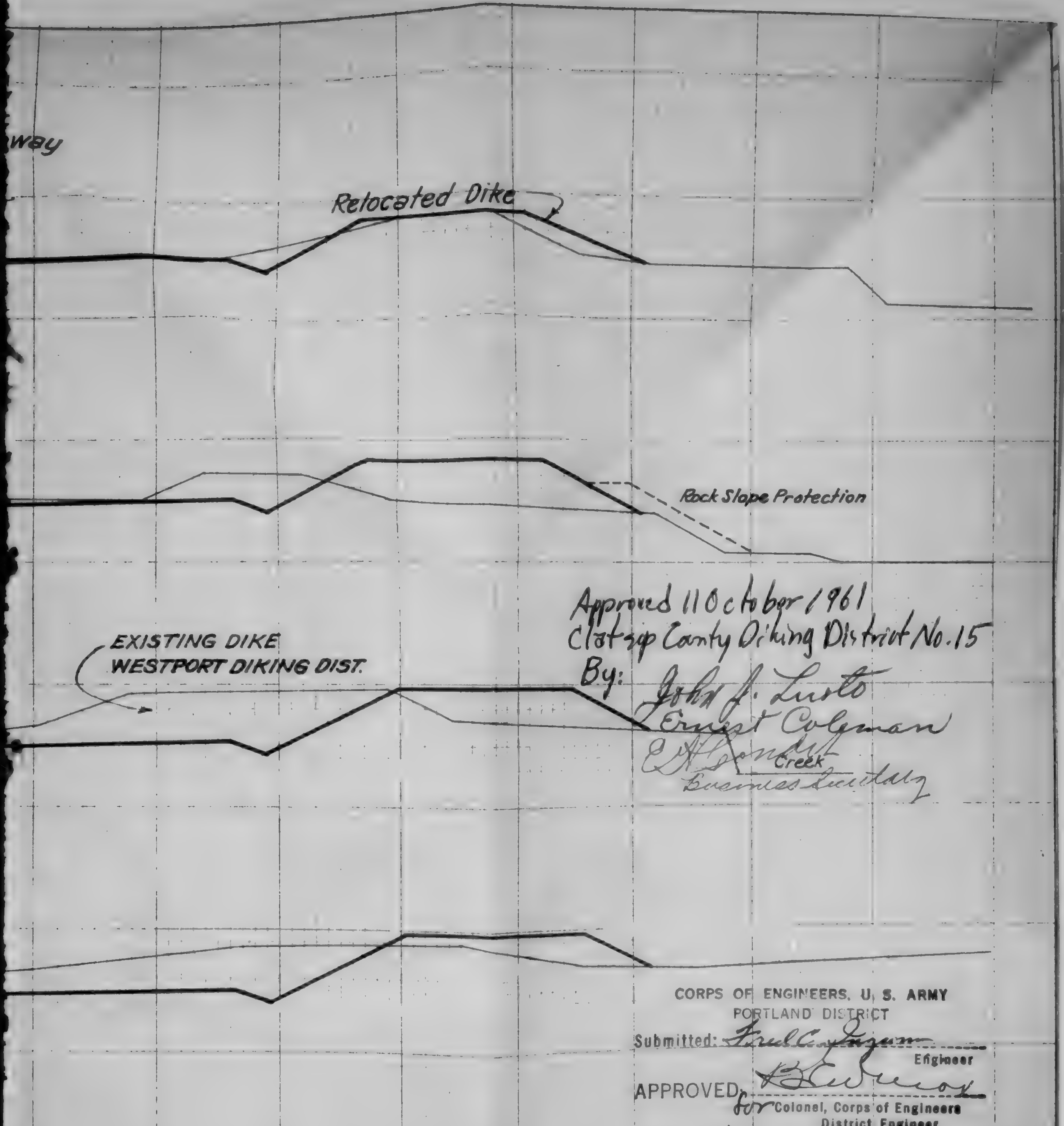
4" Steel Water Main
Const. Rd. Conn.
Water Meter
100'R
10'R
To Westport
40 Inst. 8" Metal Drain Pipe 80' (Conduit)
Dr. Exc. 20 C.Y.
(By Others) Adjust 4" Water Line
340
Install 1½" Galv. Water Pipe-150'
340+45.44 P.S.
1½" Pipe
S.42°59'E.
Const. Rd. Appr.
Inst. 12" Pipe - 40'
Dr. Exc. 1 C.Y.
344+45.44 P.S.C.
20'R
100'R
EXTG. COLUMBIA RIVER HWY.
Const. Type 1 Modified Fence
Inst. 24' Gate
Const. Rd. Appr.
Const. Rd. Conn.
Inst. 18" Pipe - 130'
Dr. Exc. 45 C.Y.
Const. Rd. Appr
Const. Dike
Const. Loose Riprap - 100 Cu.Yd.
Install Construction Identification Sign
Where Directed

NOTES:

1. This is a limited Access Project. Road Approaches as shown on the plans are subject to change in locations as directed by the Engineer. Additional approaches are to be Constructed as called for in R/W Obligations.
2. Reusable portions of Existing Guard Rail and Metal Sight Posts to be salvaged by State Forces. Guard Rail not Salvaged is to be removed under Clearing and Grubbing.



30
20
10
22.8
-0.09
Finish
Subgrade
Ground
BEGINNING OF PROJECT F-221(10)
Sta. 337+00
Exc. 3,750
Exc. 2,653
Emb. 2,127
200
S.O.H. 9,640 Yd. Sta.
337
340


way
Relocated Dike
Rock Slope Protection
EXISTING DIKE
WESTPORT DIKING DIST.
Creek

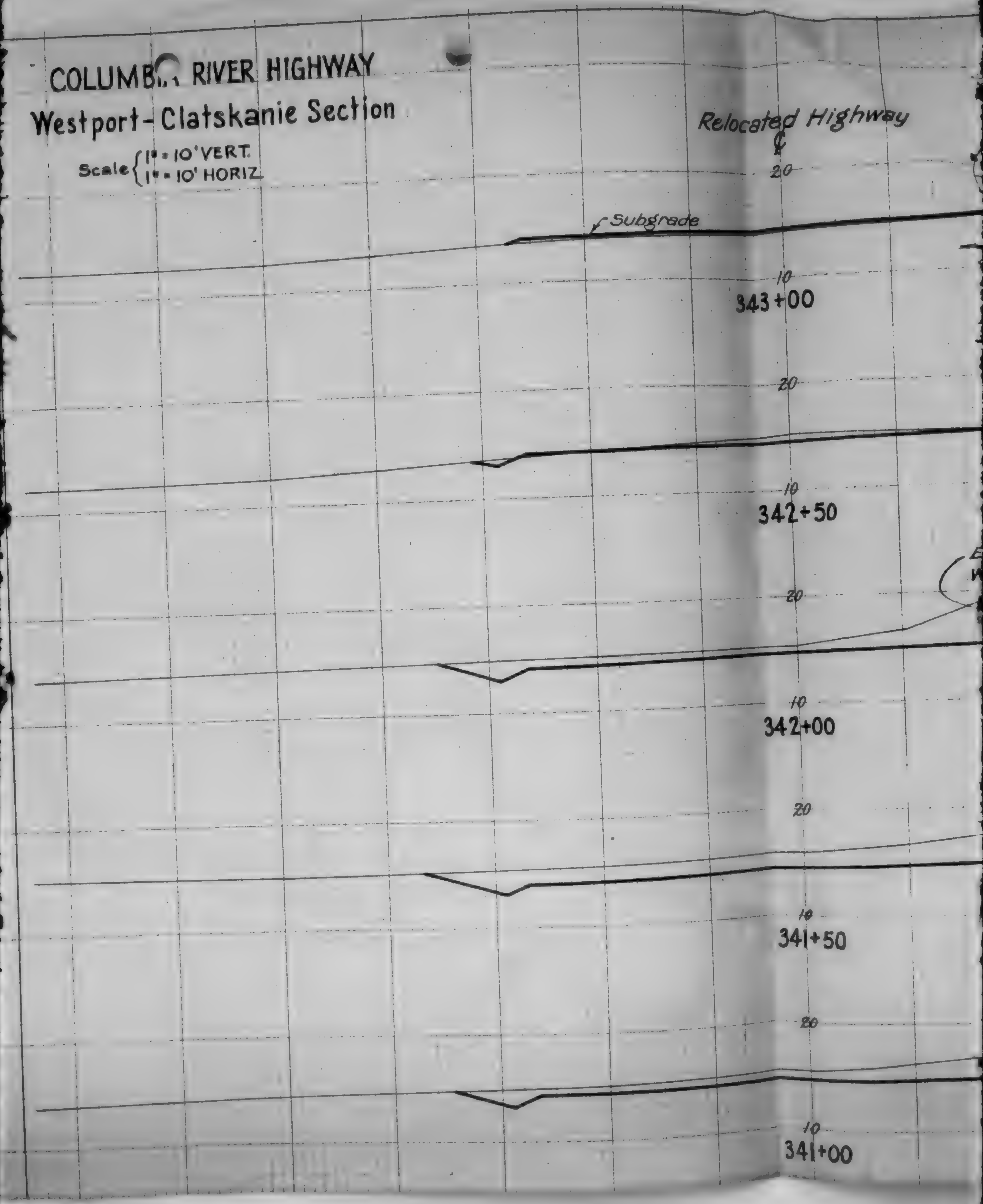
Approved 11 October 1961
Clatsop County Diking District No. 15
By: John J. Luoto
Ernest Colgman
Business Secretary

CORPS OF ENGINEERS, U. S. ARMY
PORTLAND DISTRICT
Submitted: Fred C.
Engineer
APPROVED:
for Colonel, Corps of Engineers
District Engineer
Date: 12 October 1961

COLUMBIA RIVER HIGHWAY

Westport-Clatskanie Section

Scale { 1" = 10' VERT.
1" = 10' HORIZ.


Relocated Highway
℄
20
Subgrade
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343+00
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10
342+50
20
10
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341+50
20
10
341+00

RECEIVED
OCT 19 1961
FOR FILING

October 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties
Project No. F-221(10)

Dear Sir:

Herewith are the following data covering adjustment of the Pacific Northwest Bell Telephone Company's facilities in connection with construction of the subject project:

1. Two copies of our Staff Attorney's letters which establishes the obligation of the State to reimburse the company for making the adjustment.

2. Two copies of the company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the company showing adjustments to be made.

Your approval of the agreement as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
[illegible] 25 1961
FOR FILING

E-3[illegible] (10)

5-334

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
[illegible] 1961
[illegible] & RIGHT OF WAY

October 18, 1961

Woodson Water Works
c/o Mr. Russell Carver
Route 2, Box 111-B
Clatskanie, Oregon

Re: Woodson Water Works
Water Line Adjustments
Westport-Clatskanie Section
Columbia River Highway
Clatsop & Columbia Counties

Gentlemen:

Bids on the above entitled project are being received today and the following water lines owned by you will have to be adjusted to accommodate the highway construction:

> A 1 1/2-inch water line lying between Station 468 and 473. The length of the line is 490 feet, 70 feet of which lies within the existing right of way and 420 feet of which lies on private property. It will be the obligation of the State to move that portion of the line on private property, and your obligation to move that portion of the line on public property. Percentage wise you will be obligated for 14.3 per cent and the State will be obligated for 85.7 per cent of the cost. It is my understanding you have requested that a 2-inch pipe be installed rather than a 1 1/2-inch pipe when the adjustment is made. The State is willing to do this but you will have to bear all additional costs incurred by reason of the installing of a 2-inch pipe, over and above the moving of the 1 1/2-inch pipe as set forth above. The State will install a conduit near Station 472+50 through which the line may be relocated.
>
> There is also a one-inch water line located in the vicinity of Station 471 which must be adjusted. This line lies on private property so it will be the obligation of the State to make the necessary adjustment. We will readjust this line through a conduit near Station 468+50.

It is my understanding that you desire the State to make these adjustments. In the event the work is performed by the State you will be billed for the actual cost of the adjustment, and the State will expect payment within a reasonable time after billing.

Further details may be secured from Mr. E. H. Hall, P. O. Box 543, Astoria, who is Resident Engineer on the project. Mr. R. M. Smith is the District Maintenance Superintendent.

If your company has no objection to the State relocating the water lines on the terms and conditions herein set forth, please have your Board of Directors sign and return to this office the two extra copies of the enclosed letter.

Yours very truly,

L. I. LINDAS
Chief Counsel

By Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: C. H. Baker
Ted Litchfield (3)
J. D. Walker
E. J. Hall
R. M. Smith
G. W. Ross
C. H. Maison

We have no objections to the above and hereby agree to, consent and approve the same.

BOARD OF DIRECTORS

By Russell Carver
By F. E. Wade
By Adolph Warrenka

RECEIVED
OCT 18 1961
FOR FILING
F:221(10)
[illegible]

October 17, 1961

Oregon State Highway Commission

Gentlemen:

The proposed construction of the Westport-Clatskanie Section of the Columbia River Highway requires the reconstruction of a portion of a dike under the jurisdiction of the Westport Diking District No. 15.

An agreement has been reached with the Diking District which permits the State Highway Department to reconstruct a portion of the dike.

It is recommended that you approve the agreement between the Westport Diking District No. 15 and the State Highway Department.

This matter will be on the agenda for the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson

PMS:er ms

9

RECEIVED
OCT 17 1961
FORM E-30 50M 7-60 29295
FOR FILING
F-331(1)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1961

SUBJECT: Westland Water Company
Water Line Adjustments
Westport-Clatskanie Section
Columbia River Highway

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find a signed letter relative to the above-titled matter. This should be placed in your permanent records. A copy of the letter is being forwarded to Mr. C. H. Baker of the Construction Division.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

NOTED
FLOYD QUERY

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 6, 1961

Westland Water Company
Route 2
Clatskanie, Oregon

Re: Water Line Adjustments
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties

Attention: Mrs. Martha Jones

Gentlemen:

Bids on the above-titled project will be received on October 18, 1961, and your water line may have to be adjusted in order to accommodate highway construction. This adjustment involves a 4-inch water line crossing the proposed centerline near Station 518+05.

This water line will only be relocated if it is disturbed by the construction or by future maintenance of the new highway. As this line is on private property it will be the obligation of the State to make the adjustment at its own cost. If the adjustment is necessary the State will relocate the water line through a conduit installed at approximately the same location. Further details may be secured from Mr. E. J. Hall, P. O. Box 543, Astoria, who is Resident Engineer on the project.

However, if you should decide to replace or relocate this water line at some future date, then the entire cost of said replacement or relocation must be done at your sole expense. Before doing any work within the highway right of way you should contact Mr. R. M. Smith, Astoria, the District Maintenance Superintendent.

If your company has no objection to the State relocating the water line on the terms and conditions herein set forth, please have your Board of Directors sign and return to this office the extra copy of this letter which is enclosed.

Yours very truly,

L. I. LINDAS
Chief Counsel

By Glen V. Sorensen
Glen V. Sorensen
Staff Attorney

GVS:ks - enc.
cc:
C.H.Baker
Ted Litchfield (3)
J. D. Walker
E. J. Hall
R. M. Smith
G. W. Ross
C. H. Maison

We have no objections to the above and hereby consent and approve the same.

BOARD OF DIRECTORS

By Durell Carver
By Alvar Shukkanen
By John W Erikson

RECEIVED
OCT 16 1961
FOR FILING
F-221(
5979

477 Cottage St. N.E.
Salem, Oregon

October 13, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

08-35.5

By: T. Dec
District Engineer

Utility Adjustment - Clatskanie People's Utility District
Westport-Clatskanie Section, Columbia River Highway
Project F-221(10)

We hereby approve the agreement evidenced by the exchange of letters dated September 18, 1961 and October 5, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of October 10, 1961. Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

Porter

RECEIVED
OCT 11 1961
FOR FILING
[illegible]
[illegible]

October 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re Woodson-Clatskanie Unit,
Westport-Clatskanie Section
Columbia River Highway
Columbia County
Project No. F-221(10)

Dear Sir:

Herewith are the following data covering adjustment of the Clatskanie Peoples' Utility District power line in connection with construction on the subject project:

1. Two copies of our staff attorney's letter which establishes the obligation of the State to reimburse the utility for adjusting certain portions of its line.

2. Two copies of the utility's estimates of cost for making the adjustments.

3. Two copies of sketches prepared by the utility showing the adjustments to be made.

Your approval of the agreement, as evidenced above, and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
OCT 4 1961
FOR FILING

October 4, 1961

Mr. H. F. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the Westport-Clatskanie Section of the Columbia River Highway in Columbia County, bids for which are to be received in Salem on October 18, 1961.

In general the new improvement parallels your company's tracks and encroaches upon your property as indicated on sheets 4, 5, 7 to 11 inclusive and 13 to 18 inclusive of the plans for this project.

The special provisions augment our standards for railroad protection, particularly as given on pages 51 to 58 inclusive of the special provisions, and our contractor is to provide $100,000-$250,000-$500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:lt

cc: G. S. Paxson

RECEIVED
OCT 5 1961
FOR FILING

F-221(10)

5111

October 4, 1961

Westport-Clatskanie Section
Columbia River Highway
Columbia County
Project No. F-221(10)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the West Coast Telephone Company's contact cable on SP&S Co. poles in connection with construction of the subject project. The location of this work is on the Woodson-Clatskanie Unit of Westport-Clatskanie Section. Adjustment of the facilities on this unit are necessary before construction can start. Submission for the Westport-Woodson Unit will be made at a later date.

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for adjusting the facility.

2. Two copies of the estimate of cost for adjusting the facility.

3. Two copies of the sketch prepared by the Company showing adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

9

RECEIVED
OCT 2 1961

~~FOR FILING~~
F-221(10)

477 Cottage Street, N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-221(10)

We have today approved revised P. S. and E. documents for Oregon Project F-221(10), Westport-Clatskanie Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of a satisfactory State-Railroad agreement covering the Westport-Woodson Section of the project.

RECEIVED
SEP 27 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

[illegible]

September 25, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Westport-Clatskanie Section
Proposed Bid Opening
October 18, 1961

Dear Sir:

All rights of way or rights of entry have been cleared except for one file.

File No. 32724 - Blackmore - $1,800.

A protracted delay has been occasioned by efforts to locate and correspond with this absentee owner. A filing will be made by Wednesday, September 27.

The status of utility relocation is reported in the attached letter.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag
Attachment

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
SEP 26 1961
FOR FILING

F-2[illegible]1 ([illegible])
[illegible]

Salem, Oregon
September 25, 1961

Crossing Agreement
Westport Diking District #15
Westport-Clatskanie Section
Columbia River Highway

Mr. Jack Sollis

Westport-
Clatskanie

Herewith a copy of a letter from C. E. Baker requesting the preparation of an agreement with the Westport Diking District No. 15 covering crossing of its facilities.

Will you please take whatever steps are necessary to prepare an agreement.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

FORM E-30 50M 8-61 84397

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

SUBJECT: Crossing Agreement
Westport Diking District #15
Westport-Clatskanie Section
Columbia River Highway
Clatsop and Columbia Counties

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
BUILDING

A meeting has been held with the following men concerning the subject section:

John J. Luoto, Chairman, Westport Diking District #15
E. H. Condit, Acting Secretary, Westport Diking District #15
Ernest Coleman, Director, Westport Diking District #15
Vernon Jones, Chief of Flood Control, Portland District, U. S. Army Corps of Engineers
T. W. Litchfield, Utilities Liaison, O.S.H.D.

As a result of this meeting an agreement may be drawn with the following conditions:

THINGS TO BE DONE BY THE STATE:

1. Prepare all plans and specifications, let and award all contracts and supervise the construction of said project.
2. Construct said project so as not to interfere with the usage of said dike of District.

THINGS TO BE DONE BY THE DISTRICT:

1. Approve the plans and specifications as prepared by the State
2. Maintain said dike as it exists or as reconstructed within the highway right of way.
3. Forward plans and specifications to the U. S. Army Corps of Engineers for approval, and to advise State of said approval.

Please forward this information to the Legal Division for the preparation of a formal agreement.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
SEP 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fp

RECEIVED
AUG 31 1961
FOR FILING

6918

August 31, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

In response to your memorandum which forwarded a letter from Mrs. M. A. Blackmore, I have checked our files on this transaction.

I find that the Blackmore ownership is a long, narrow parcel of land bordered by the Spokane, Portland & Seattle Railway on the north and the existing Lower Columbia River Highway on the south. The property is immediately west of the hamlet of Woodson.

The proposed right of way for the highway improvement removes a strip of land along the northerly edge of the ownership contiguous to the S. P. & S. right of way. This tract of right of way comprises 9.55 acres out of a total ownership of 25.55 acres. The 16 acres remaining in the original tract are intact and contiguous to the existing Lower Columbia River Highway, which will be left in place for land service.

We have had two appraisals on the right-of-way taking: one, by a fee appraiser, in the amount of $1,700; the other, by a staff appraiser, in the amount of $1,800. Our negotiation has been conducted on the staff appraisal.

The proposed right-of-way taking contains 1.6 acres planted to untended blueberry bushes and 1.4 acres of fairly good pasture land—the remainder is brush and inundated pasture land. We believe that the values set by our appraisers are consistent with the land values established by sales in the area. The entire ownership has been rented until recently for $35 per month.

The Blackmores have been rather difficult people to locate for negotiation, partially because they receive mail through a forwarding address of General Delivery, Lafayette, Indiana. We determined the correct mailing address by contacts with the Federal Land Bank, which holds a mortgage on the property.

By deed dated July 25, 1961, Mr. and Mrs. Blackmore sold the remaining 16 acres of their ownership, together with the two houses and a shed, which constitute the land improvements, for a consideration of $2,000. With respect to the principal contention of value on the part of Mrs. Blackmore, I should point out that this 16-acre tract contains 2.4 of the four acres in blueberry plantings. We assume this sale was voluntary. Although we have given no consideration to it in our own appraisals of value, which were made earlier, it does seem to bear out our conviction that our offer is just and equitable.

The project of which this property is a portion is scheduled for bid opening in October. In order to gain possession of the property, it will be necessary for us to file a proceeding in condemnation. This action will not preclude our continuation of negotiations with a hope that we may point out the fairness of our position and settle this transaction amicably.

Very truly yours,

W. C. Williams
State Highway Engineer

WTW:zg me

cc Forrest Cooper
Walter Wright

FORM 2-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1961

SUBJECT: File No. 32724 - Blackmore
Westport-Clatskanie Section
Columbia River Highway
Columbia County

To: Mr. W. C. Williams
State Highway Engineer

Office

As you requested, I forward a draft of a reply to Governor Hatfield.

Also attached to this letter is the correspondence from Mrs. M. A. Blackmore.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

Attachments

FROM THE DESK OF
MARK O. HATFIELD

Dutch:

Will you give me a report on this so that I may be in a position to reply to Mrs. Blackmore.? Thanks.

M.O.H.

Aug. 23

STATE OF OREGON
1859

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

August 23, 1961

Mrs. M. A. Blackmore
Route 2
Everton, Arkansas

Dear Mrs. Blackmore:

Thank you for writing as you did on August 5th regarding your property in Columbia County.

I am asking the State Highway Engineer to give me a report on this and as soon as I have the information, I will be in touch with you again.

Sincerely yours,

Governor

MOH S

bcc Mr. W. C. Williams

COPY

ASSIGNMENT

Date: August 29, 1961 No. 6918 By [illegible]

Description: Letter of August 5 from Mrs. M. A. Blackmore to Governor Hatfield concerning property owned by Mr. and Mrs. Blackmore in Clatskanie which is needed for highway right of way but for which she considers they have not been offered a fair price

Acknowledged by____ Referred to Wright

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: Please prepare rough draft to Governor.

WCW

Executed 8-31-61 Report Received________ re: Blackmore property ✓ Everton Ark.

I. Clatskanie Ore. August 5th 1961

RECEIVED
AUG 2 9 1961
LEGAL & RIGHT OF WAY

Dear Governor Hatfield;

There must be many letters, just like mine reaching your office daily, and I just hope that it will reach your desk and not some obscure wastepaper basket.

Please let me introduce myself: I am the wife of a navy veteran, who is partly disabled (only one eye, glaucoma and a cyst on left lung) He has 3 1/2 yrs. overseas service record and gets $ 66.15 monthly pension for his non-service-connected disability.

We have four small children, the oldest was born April 19th 1955.

We had to leave Oregon (Columbia County) in May 1959 because due to his cyst, my husband could not live in the moist air. We had only enough money to pay down on a place in "poor" Arkansas, not enough tho to set ourselves up here and stock the place to provide a living for our growing youngsters but we were not dismayed because we still owned a 30 acre place in Clatskanie Ore. and several people were interested in buying it just as soon as they would know where the H.way was going, and at the time we were told it would go in the hills and not touch our fertile level 30 acres, located along H. way No 30. Well we were not that fortunate. The H. way builders will rip thru the entire length of the long and narrow farm and take 9.55 acr

9.55 acres

Take is the true expression, because, altho the law says that not less than the true value can be paid etc. etc. the Hway appropriation people (Agent: D.A. TERBELL) are making a mockery of the law and are "offering"

re: Blackmore property
II. Clatskanie Ore.

a price which is nothing short of confiscation
Early in 1956 we purchased Blueberry
bushes from three places, 1. from two Oregon
nurseries Weeks + Ray Leach and 2. seven
hundred Dollars for a 2 acre stand of neg-
lected plants from a neighbor 3 miles away
for a whole winter we left our farm right
after the morning chores and drove to his
field and dug out plants, in sleet and
rain, hardly a day of good weather. but
by working hard we got them out and
replanted them by end of March (fr. Oct. 1st)
We soon nursed them to vigorous
growth, by the organic method and I pruned
them for two winters succeeding. We sold
a few bushes of a variety not suited for
shipping berries (poor stay, bleeds) for $ 3.-
a piece. If this were not a forced sale,
$ 3.- a piece would now be a ridiculously
low price for these bushes, and about
1/2 the value of what a professional nursery
would charge. As there are close to
1000 bushes, $ 3'000.- for the plants alone
would not be overpaid.
The H.way Commission offered $ 1'800.-
for 9.55 acres including the Blueberries
on two acres of it.
I asked James O. Sullivan (Landbank
Hillsboro manager) for advice and here
I quote him: "According to your statement
they have offered you $ 200.- an acre for the
land, which would be about right, but appa-
rently did not allow you very much for the
blueberries. Occasionally we have observed that
the portion remaining is not as desirable

III. re. Blackmore property
Clatskanie Ore.

and as readily saleable as it was before the Hw. was constructed. Quite frequently this downgrading of the value of the property is taken into consideration in the offer that is made."

This latter item is a true understatement in our case, because due to all the mills closing a residential property in the Clatskanie-Westport area is not worth much. As long as it was a 30 acre farm it could be a self-supporting small farm. We did real well with berries; had the contract with Safeway etc.

The prosecuting Attorney of Columbia County is personally acquainted with us and our property, and altho he cannot handle our case due to his official position he sympathyzes with us, to say the least and I quote: "From your letters and from my knowledge of the premises and my discussion with the Hw. agent, it is my opinion that the price that they have placed on the property gives little consideration to the blueberry bushes on the property, and no consideration (or "hardly none") to the severance damage.

You would think that an honest agent would make a better offer when people of knowledge and integrity point the facts out to him. Not so Mr. Terbell. And I again quote Mr. W. "I have been discussing the H.W. property with a representative from the Hw. Department. The only way they will offer more is to have an independent appraisal made of the property

IV. Blackmore property
Clatskanie Ore.

Can you imagine, dear Sir, how much confidence we can put into one of their "independent" appraisers? Not to mention "the cost of another $100.- or so", as Davie Williamson put it.

I can see us trying to fight this cruel monster of an unknown, property-stealing government agency!! and losing the precious money we so urgently need, to take care of our little family and maybe gaining nothing or very little more because as Jim Sullivan put it "Condemnation suits are expensive and "oftentimes the increased amount of the settlement just about takes care of the legal costs."

So here we are! Where an offer of $5000.- would have been only fair and not a bit overpaid, they try to get by with $1800.-

Is this land of the free, only the land of the free independent Dictators, and the home of the brave, only for the brave on reservations?

Dear Sir, I am struggling for an invalid Veteran husband and four small children. Please! don't dump this in the wastepaper basket! please help us, even tho we are not now residents of your State!

Yours very respectfully.

Mrs. M. A. Blackmore
R. 2 Everton Ark.

P.S. These Blueberries gave the following crop returns for us: 1956 - $424.- 1957 - $615.-
1958 - $798.-

RECEIVED
13 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 17, 1961

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: File 31532 - S.P.& S.R.R.
Westport-Clatskanie Sec.
Columbia River Highway

Dear Mr. Moy:

Upon checking the agreement in the above-entitled matter dated July 5, 1961, our Description Department came to the conclusion that the fifth station listed under "Easterly Boundary Railway Station" on page 3 should be Station 1627+50, making the fifth line read "1627+50 to 1625+00 - 40 ft."

We believe the permanent easement should have this change in the description. I am calling this to your attention at this time so that you may have the matter checked, and, if we are correct, the permanent easement should be changed in accordance.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

NOTED
G. S. PAXSON

GVS:ks

cc: G. S. Paxson

RECEIVED
AUG 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1961
FOR FILING

Const
R/W
Col. R. Hwy. (Lower)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1961

SUBJECT: File 31532 - S.P.& S. Railway Co.
Westport-Clatskanie Section
Columbia River Highway

To:
Mr. Floyd Query, Secretary
State Highway Commission
Office

I am attaching herewith one fully executed copy of the above-entitled agreement for the Commission's files. As this agreement only grants a temporary easement to the State it will not be necessary to record this instrument.

Copies of the agreement have been distributed as indicated below.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Tom Edwards
I. A. DeFrance
J. D. Walker
J. W. Nash
H. B. Simpson
Earl Saling

RECEIVED
AUG 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G S PAXSON

RECEIVED
AUG 29 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
August 2, 1961

Agenda Item 5-f

File 31532 - S. P. & S. Railway Co.
Westport-Clatskanie Section
Columbia River Highway

RAILROAD COMPANIES
FILE No. 558

M. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached for further handling are two fully executed copies of an agreement with the S. P. & S. Railway Company covering an easement on the Railroad property for construction of the easterly unit of the Clatskanie-Westport Section of Lower US Highway No. 30.

Please return one fully executed copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1961

SUBJECT: File 31532 - S.P.& S. Railway Co.
Westport-Clatskanie Section
Columbia River Highway

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

NOTED
W. C. WILLIAMS

Attached are two copies of proposed agreement with S. P. & S. Railway Company. This agreement has already been executed by the railway company and should be presented to the Commission for its approval.

After execution by the Commission, please return both copies direct to me for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED

RECEIVED
JUL 1[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

ECEIVED
JUL 31 1961
FOR FILING

F- [illegible]

[illegible] 171

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

July 25, 1961

Cooper

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: File No. 32714 - Crown Zellerbach Corporation
West Unit-Westport-Clatskanie Section Columbia
River Highway - Columbia County

Gentlemen:

This letter is for the purpose of authorizing the State Highway Commission, its employees or engineers to go upon that certain tract of land identified in above file, covering two parcels containing 0.58 of an acre and 1.15 acres as necessary for improvement and relocation of the above-designated section of highway.

It is understood and agreed that the granting of said permission shall in nowise prejudice the position of the grantor herein with regard to any settlement which may subsequently be made for right of way through said tract, or shall in nowise be considered an acceptance of any offer of such settlement made by the Highway Commission.

It is further understood that such permission is granted for the sole purpose of assisting in clearing the project for contracting and to avoid unnecessary delay that might be caused if such entry is made contingent upon agreement or the process of eminent domain.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By________________________
Manager
Land & Tax Department-Northwest

Wright.

WWLocke/H

Mr Paxson

FORM E-123-X 50M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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JUL 20 1961
FOR FILING

July 19, 1961

Westport Clatskanie

Spokane, Portland & Seattle
Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

Attention Mr. W. [illegible] Garrett
Chief, Right of Way and Tax Dept.

Re: File No. 31532
Westport-Clatskanie Section
Columbia River Highway
Columbia County

Gentlemen:

This is to confirm our conference of July 17, regarding the property to be acquired in fee and also that over which an easement is to be taken for improvement of the above-designated section of highway.

As was explained to you, the consideration of $3,966, which has been discussed as the value of the property and easements to be taken, was based upon our appraiser's preliminary estimate. At the time this was made he was not aware of the reversionary clause which was made a part of the railway company's deed. It appears, however, that this only affects 0.23 acre of the land and necessitates an adjustment of $125 in the money to be paid to the railway company, or a net of $3,841. The prior estimate figures were furnished Mr. Moy by Mr. Paxson, and as explained above, did not represent our appraisal in its final form.

It is assumed that the description which we discussed and which is a part of your file was made up from or written to conform with the one prepared by our office, which originally contained 13 parcels, and a copy of this is enclosed for final checking. As I understand you, the land to be conveyed in fee has been combined in one parcel. This should total 2.06 acres; and if the conveyance is to be made by two separate instruments as you stated, your deed should be prepared describing this area with the consideration stated as $493. This 2.06 acres includes the 0.23 acre covered by reversionary rights.

NOTED

Parcels 4 to 8, inclusive, comprise 10.24 acres of permanent encroachment easement area, and Parcels 9 to 13 comprise a total of 5.52 acres of temporary construction or slope easement. Consideration for the 10.24 acres has been computed at $300 per acre—the same as for the fee taking; and the area of 5.52 acres of temporary or slope easement has been computed at $50 per acre. The total consideration for the easement form should, therefore, be $3,348.

I have advised our staff of the slight change you intend to make in the wording of the construction agreement which will grant the State an immediate right of entry upon its execution. This is very much appreciated as we are now being urged to have the right of way arrangements made on this section for an early contract letting. This will, of course, suffice for our immediate needs and arrangement of the conveyances can be taken care of in their proper courses. We trust that the terms will be found satisfactory to your staff; and in event there is anything further that can be done from this end, please advise.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ke

Enclosure

cc Mr. L. I. Lindas
Mr. W. T. Wright
Mr. Moy
Mr. Paxson

RECEIVED
JUL 19 1961
FOR FILING

Salem, Oregon
July 19, 1961

Mr. H. L. Porter

[illegible]
Clatskanie

We have received a proposed construction agreement between the State and the Spokane, Portland & Seattle Railway Company covering the Westport-Clatskanie Section of the Lower Columbia River Highway. The agreement will be presented to the Highway Commission for signature at the meeting July 28. I attach hereto a copy of the unsigned agreement.

You will note that the Railway Company is to grant these easements for a monetary consideration to be agreed upon. The State's appraisal of the value of the land has been submitted to the Railway Company, and they have indicated their approval of the appraisal.

You will note in Section 3 of the agreement there are many items of work to be performed at State expense. These should be adequately covered in the specifications so that as much as possible of the work can be done under the contract. There is also considerable work which the Railway Company will do at State expense on a reimbursable basis, and the estimates of cost are attached to the agreement. This should be covered in the project setup.

You will note that the insurance limits are different from the ordinary limits we have provided on railway work, and these limits should be set forth in the special provisions of the contract.

I would particularly call your attention to Articles XIII and XIV on page 8 of the agreement. Our contract should be written so that the responsibilities which we are assuming will be placed upon the contractor.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards, Mr. Walter T. Wright, Mr. J. D. Walker

RECEIVED
JUL 20 1961
FORM E-30X—50M—2-59—18180
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 19, 1961

SUBJECT: File No. 32580
Westport-Clatskanie
Columbia River Highway

To: Mr. E. J. Benner
Right of Way Supervisor
Engineering Lab.

Assistant Highway Engineer, Glen Paxson advised us by telephone that the State is not to provide additional property as right of way for the S. P. & S. Railway. As a consequence we are cancelling the proposed 1.66 acres we intended to acquire for the S. P. & S. from Hugo Hanhi.

File No.	Name	Area
32580	Hugo H. Hanhi, et ux	1.66 Acres

EARL F. SALING
Right of Way Office Manager

EFS:jm

cc: Glen S. Paxson
Tom Edwards
Attn: Floyd Scott
J. D. Walker
Floyd B. Witteman
Title

RECEIVED
JUL 19 1961
FOR FILING

[illegible]
[illegible]
[illegible]

July 18, 1961

Oregon State Highway Commission

Gentlemen:

At the July 28 meeting, there will be presented to you form of agreement with the S. P. & S. Railway Company covering an easement on the Railroad property for construction of the easterly unit of the Clatskanie-Westport Section of Lower US Highway No. 30.

I recommend your execution of the agreement, as we plan to call bids for this project at the meeting following the July meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc G. S. Paxson

RECEIVED
JUL 18 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1961

SUBJECT: File 31532
S.P.& S. Railway Co. Agreement
Westport-Clatskanie Section
Columbia River Highway

To: Mr. G. S. Paxson
Ass't State Highway Engineer
Office

Westport-
Clatskanie
Sec.

In the above-entitled matter, subparagraph B, on page 3 provides that the easement granted will be subject to the mortgage. If more than a nominal consideration is to be paid for this easement, it seems the railway company should secure a release from its mortgage company, releasing the easement from the terms of the mortgage.

Mr. Lindas approved this agreement subject to the above paragraph.

GLEN V. SORENSEN
Staff Attorney

GVS:ks

cc: L. I. Lindas

RECEIVED
STATE HIGHWAY

NOTED

RECEIVED
JUL 10 1961
FOR FILING
F-2211

Salem, Oregon
July 10, 1961

Mr. Walter T. Wright

We have received a construction agreement covering the Clatskanie-Westport Section of the Lower Columbia River Highway in Columbia County. In this agreement, the railway company agrees to grant easements to the State "for a monetary consideration to be agreed upon". In other correspondence, Mr. H. F. Moy of the Spokane, Portland & Seattle Railway Company has accepted our appraisal of $3,966 as set out in your letter to me of June 13 (R/W 31532). Mr. Moy advises that this right-of-way transaction should be handled with Mr. Garrett, and that they are reasy to make out the necessary easement agreement.

The construction easements covered in the agreement do not include Parcel No. 1 of the descriptions which you have furnished. This is a parcel entirely removed from their operating right of way and they consider this will be a straight right-of-way deal. It would be appreciated if you would handle any further matters necessary in cleaning up railroad right of way on this project.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
JUN 30 1961

FOR FILING

F-2211

[illegible]

Salem, Oregon
June 30, 1961

Westport-Clatskanie Section

Mr. Walter T. Wright

Herewith copy of a letter from the S. P. & S. Railway Company concurring in your appraised value for right of way which we are to acquire from them by easement.

I understand that this value will be set up in the agreement which they are preparing, and when we get this agreement, I presume this will allow you to process the matter for payment.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM 1912

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

June 27, 1961

Mr. G. S. Paxson
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

Dear Sir:

I have your letter of June 15, 1961, wherein you have indicated the value of the property that the Oregon State Highway Department wishes to make use of that now belongs to the S.P.& S. Railway.

This is to advise you that the S.P.& S. Railway will be agreeable to accepting the appraisals as outlined in your letter. Except for that parcel in Sec. 1 T7N R6W WM we will have to insist the State accept an easement on all of our operating properties including that portion within the Marshland Station area.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

RECEIVED
JUN 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1961
FOR FILING

Cross Referenced To:
Adam
[illegible]
Gen

June 15, 1961

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Westport-Clatskanie Section
Columbia River Highway
Columbia County
R/W File 31532

Dear Sir:

Our appraisers have investigated the property for which we are asking from your company in connection with the Westport-Clatskanie Section. Their evaluation is as follows:

Fee Taking: 2.06 Acres	$ 618
Encroachment Easements: 10.24 Acres	3,072
Slope and Construction Easements: 5.52 Acres	276
Total	$3,966

You will note that they show a fee taking of 2.06 acres. This covers property outside of your normal operating right of way, but I understand you would prefer granting a permanent easement across this property rather than transferring title.

I would ask that you consider this appraisal and advise as to your ideas in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1961

SUBJECT: File No. 31532
Westport-Clatskanie
Section
Columbia River Highway
Columbia County

To: Mr. G. S. Paxson
Assistant State Highway
Engineer

Office

A staff appraisal has placed the following value upon the permanent easements and temporary slope and construction easements required from the Spokane, Portland & Seattle Railway Company:

Fee taking: 2.06 acres	$ 618
Encroachment easements: 10.24 acres	3,072
Slope and construction easements: 5.52 acres	276
Total	$3,966

This appraisal reflects land values only and would be above and beyond any construction or engineering considerations agreed between you and the Railway Company.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. L. I. Lindas

RECEIVED

RECEIVED
APR 7 1961
FOR FILING
Ec 221(10)

Cross Referenced To:
Petitions

Salem, Oregon
April 6, 1961

Mr. Leonard I. Lindas

Westport-Clatskanie Section
Lower Columbia River Highway

The State is reconstructing a section of the Lower Columbia River Highway in Columbia County between Westport and Clatskanie. Our first contract will be the easterly section between Clatskanie and Woodson. In this reconstruction, we will rebuild several sections of drainage ditch owned and operated by the Magruder Drainage District. It will be necessary that we enter into an agreement with the District, and I am attaching hereto a copy of a letter from Mr. L. H. Young outlining the conditions of the agreement.

It would be appreciated if you would draw up a formal agreement along these lines.

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. Tom Edwards
Mr. J. D. Walker

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1961

SUBJECT: Magruder Drainage District
Woodson-Clatskanie Section
Lower Columbia River Highway
Columbia County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

Negotiations have been carried on with the directors of the Magruder Drainage District in Clatskanie relative to the relocation of drainage facilities now owned and operated by the district. It will be necessary to enter into a formal agreement with the district. The points upon which the agreement will be based are:

THINGS TO BE DONE BY STATE

1. State will prepare plans, specifications and estimates for the project, and let all contracts to complete the project.

✓3. State will maintain the ditches to be constructed under this project upon State highway right of way insofar as the controlling of weeds and grass within the waterways is concerned. Control of such vegetation will be by mowing and/or spraying as required; method used to be determined by State.

3. State will, for a period of 5 years from the date of completion of the contract, remove from the drainage ditches any material caused to be placed in the ditches by subsidence of the roadway, or by sloughing or sliding of material into the ditch.

4. State will, within the first 5 years of the completion of the contract, clean the settled mud and/or other matter from the bottom of the ditches. This cleaning is to be done only once within this 5-year period, the time to be determined by negotiation between the parties to this agreement.

5. State acknowledges the fact that the drainage is of benefit to the highway and agrees to pay district assessments the same as other property owners within the district.

6. State grants right to district to enter upon the right of way of the highway for the purpose of maintaining the ditch pursuant to Paragraph 2 below, subject to the restrictions as denoted in said paragraph.

THINGS TO BE DONE BY DISTRICT

1. District, by signing this agreement, approves the plans and specifications for the project, attached as Exhibits "A" and "B".

2. District will perform all maintenance required on the ditches involving excavation except as provided in Paragraphs 3 and 4 above. District, while performing said maintenance, will not impede or restrict the flow of traffic upon the highway. Should it be necessary to cross the highway with equipment, District will obtain authorization from the Highway's District Maintenance Superintendent, and provide such signs and/or flagmen as required by the DMS. Material removed from the ditch shall be spread so as to allow the control of vegetation with mowers and other equipment.

Please submit this information to the Legal Division for preparation of an agreement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

CHB:jw

RECEIVED
FEB 10 1961
FOR FILING

Cross Referenced To:

February 10, 1961

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Westport-Clatskanie Section
Lower Columbia River Highway

Dear Sir:

Last Monday I left with you a map in two sections covering the encroachments between Westport and Clatskanie by our reconstruction of the Lower Columbia River Highway. I am attaching hereto descriptions for these encroachments which our office has prepared. They may be of some use to you in reviewing this matter.

The description headed Parcel #1 is not shown upon the maps which I left with you. This is a small tract lying a considerable distance from your railroad and not connected with your other right of way. We desire to purchase this tract. I am attaching a print from our map which shows the location of the property.

I would also call your attention to two minor errors in the maps which I left with you. In Parcel #6 the map shows its beginning as at Station 1708+50. This should be Station 1709+50. The description of the property is correct. Again, on Parcel #11 the beginning is shown as opposite your Station 1923+00. This should have been Station 1929+50. Again, the description is correct. It would be appreciated if you would have these stations corrected on the maps which I left with you.

You will note that we have described the permanent easements colored in red and the slope easements colored in green separately. It is my understanding that you wanted to combine these two types of easements under one description, retaining the right to extend your fills onto our slopes in that area colored in green. This is satisfactory to us.

Very truly yours,

W. C. Williams
State Highway Engineer

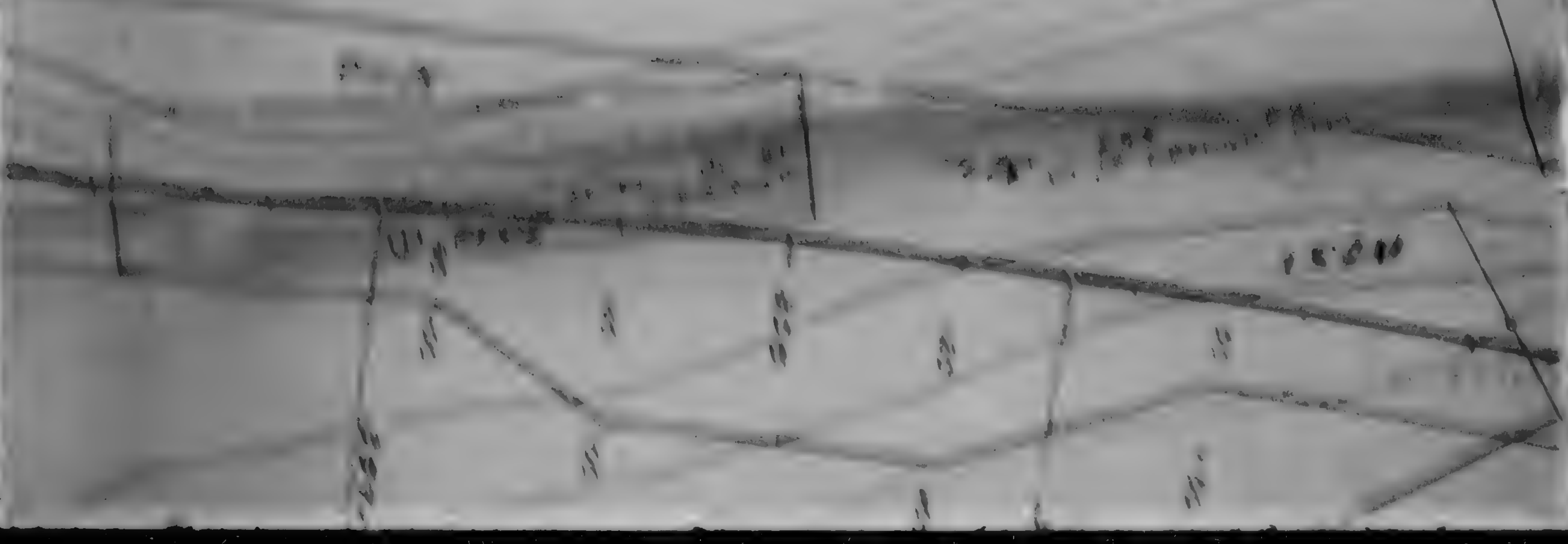
By

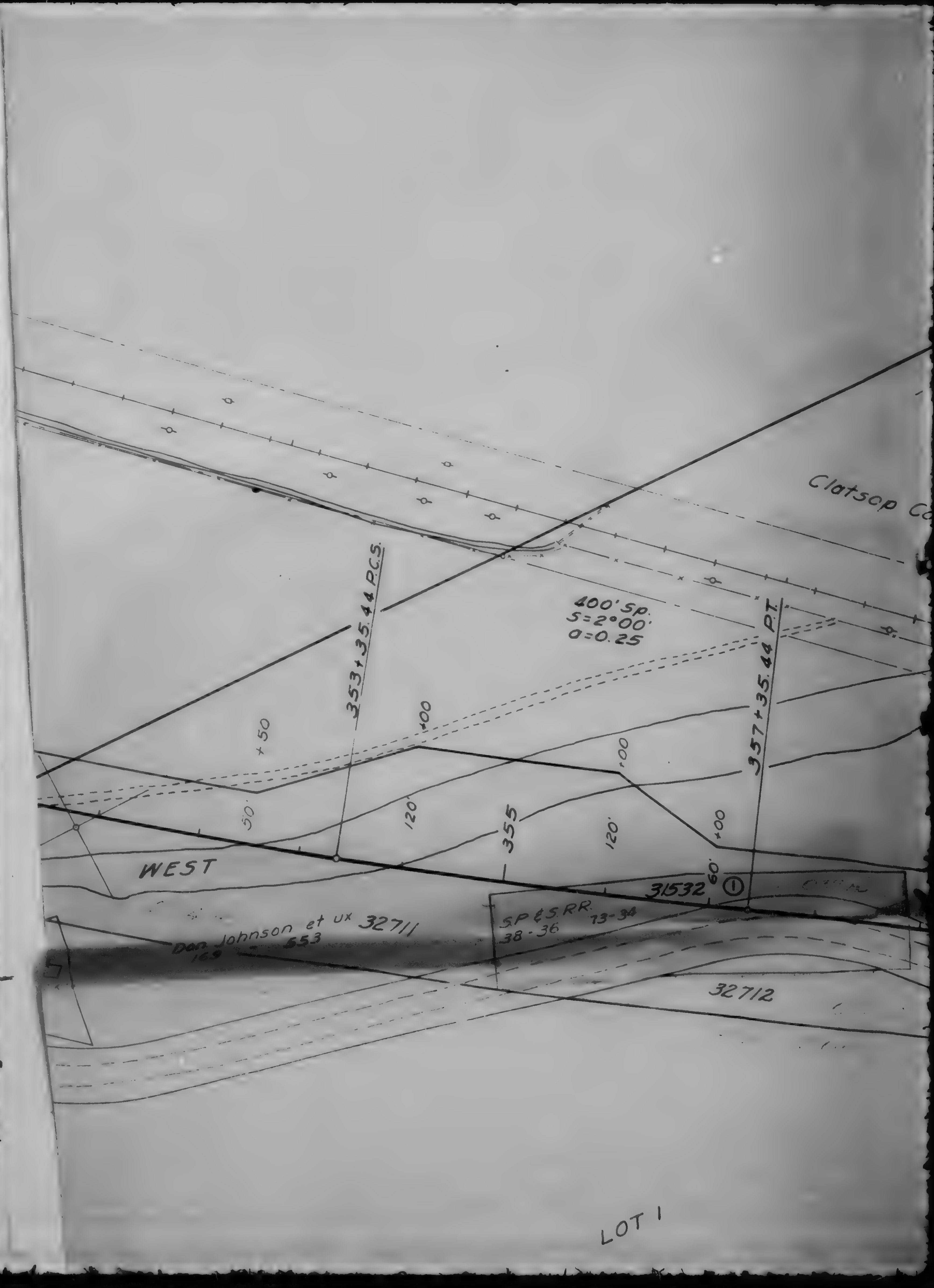
G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Walter T. Wright
Mr. J. D. Walker

Attach.

GSP:ae

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S.P. & S. R.R.
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Dan Johnson et ux 32711
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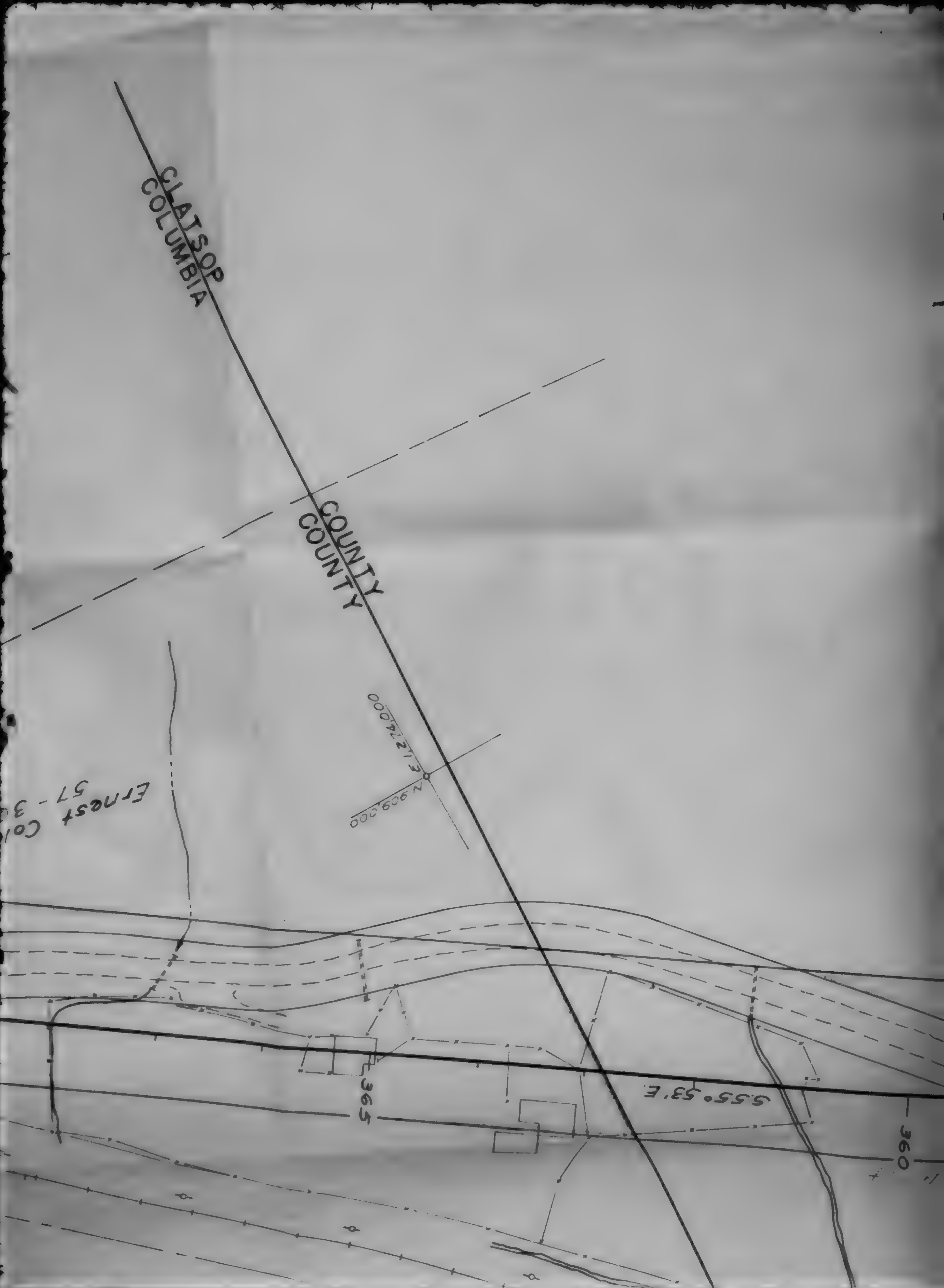
CLATSOP COUNTY
COLUMBIA COUNTY
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Ernest Co
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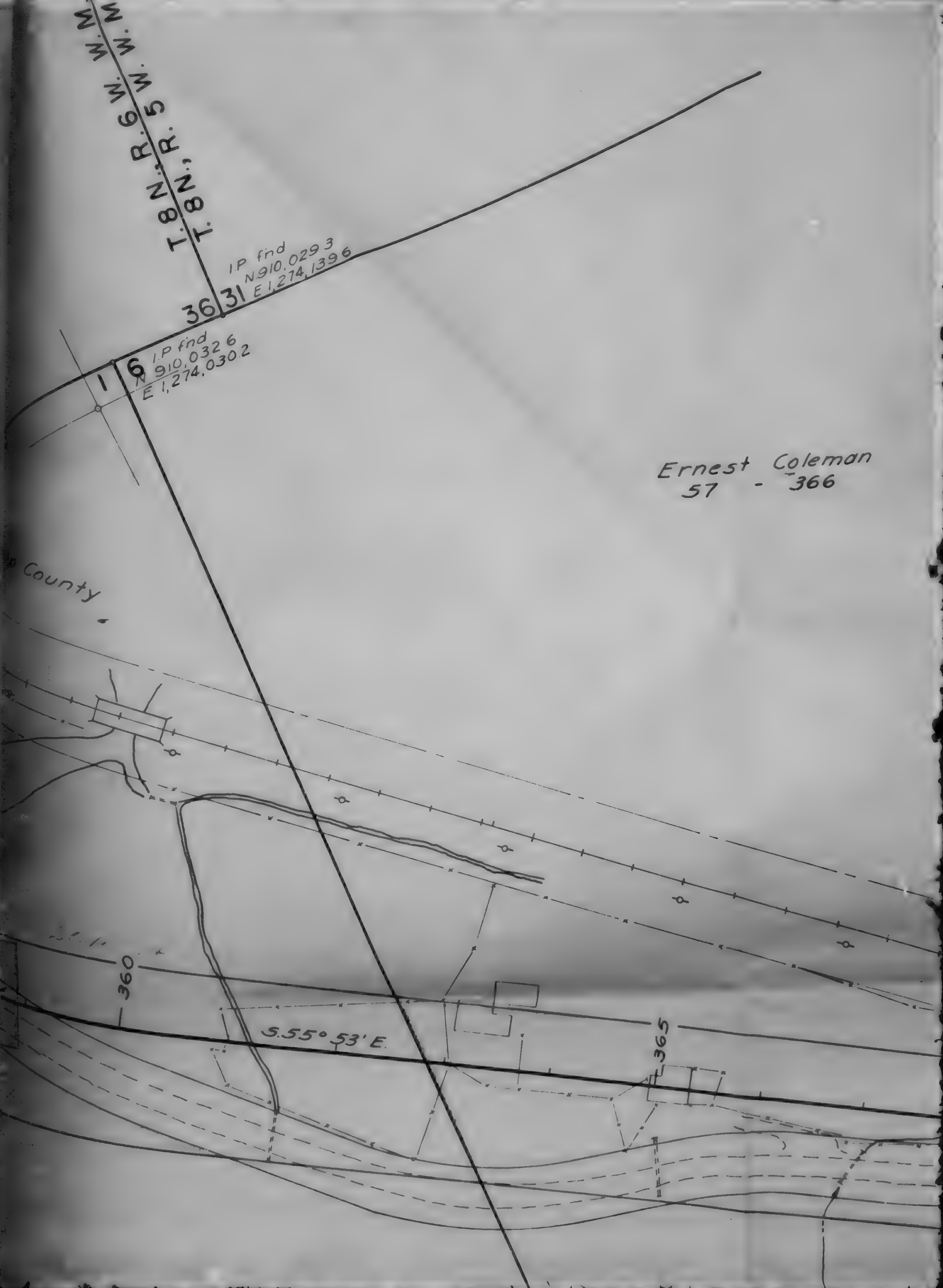
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T. 8 N., R. 5 W. W. M.
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E 1,274,139.6
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E 1,274,030.2
Ernest Coleman
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County
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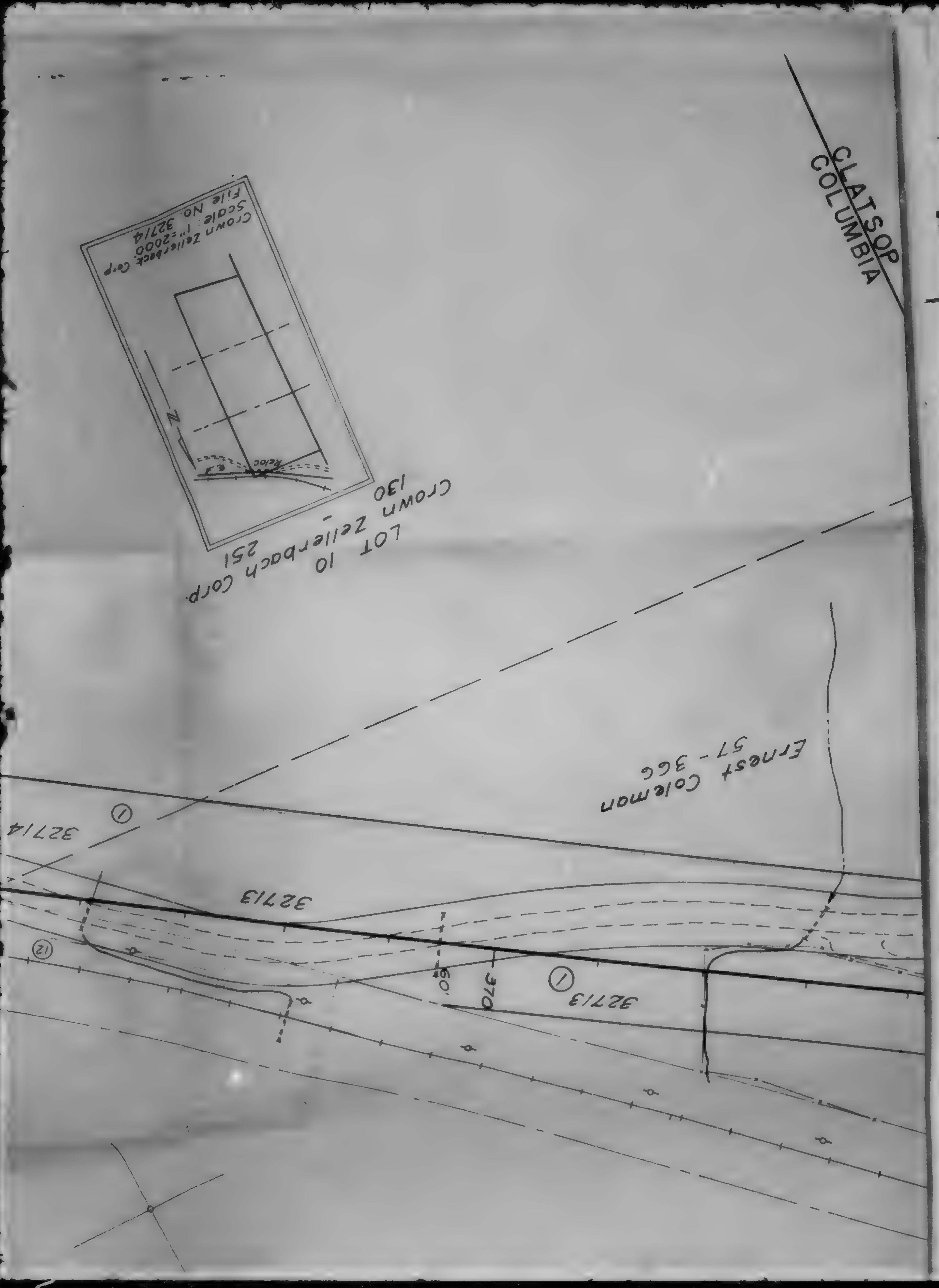
365


CLATSOP
COLUMBIA
Crown Zellerbach Corp
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Crown Zellerbach Corp.
130 - 251
Ernest Coleman
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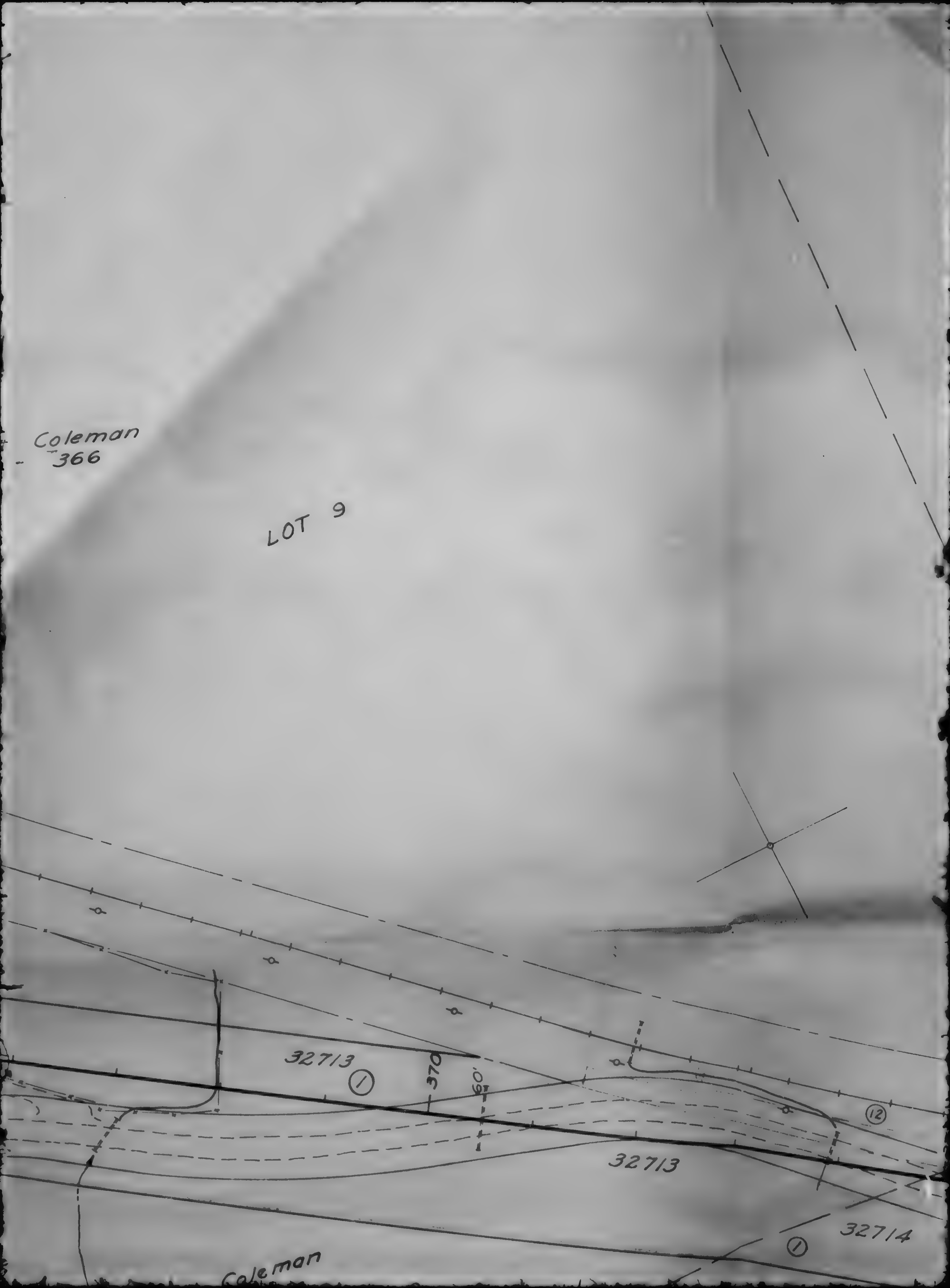
Coleman
366
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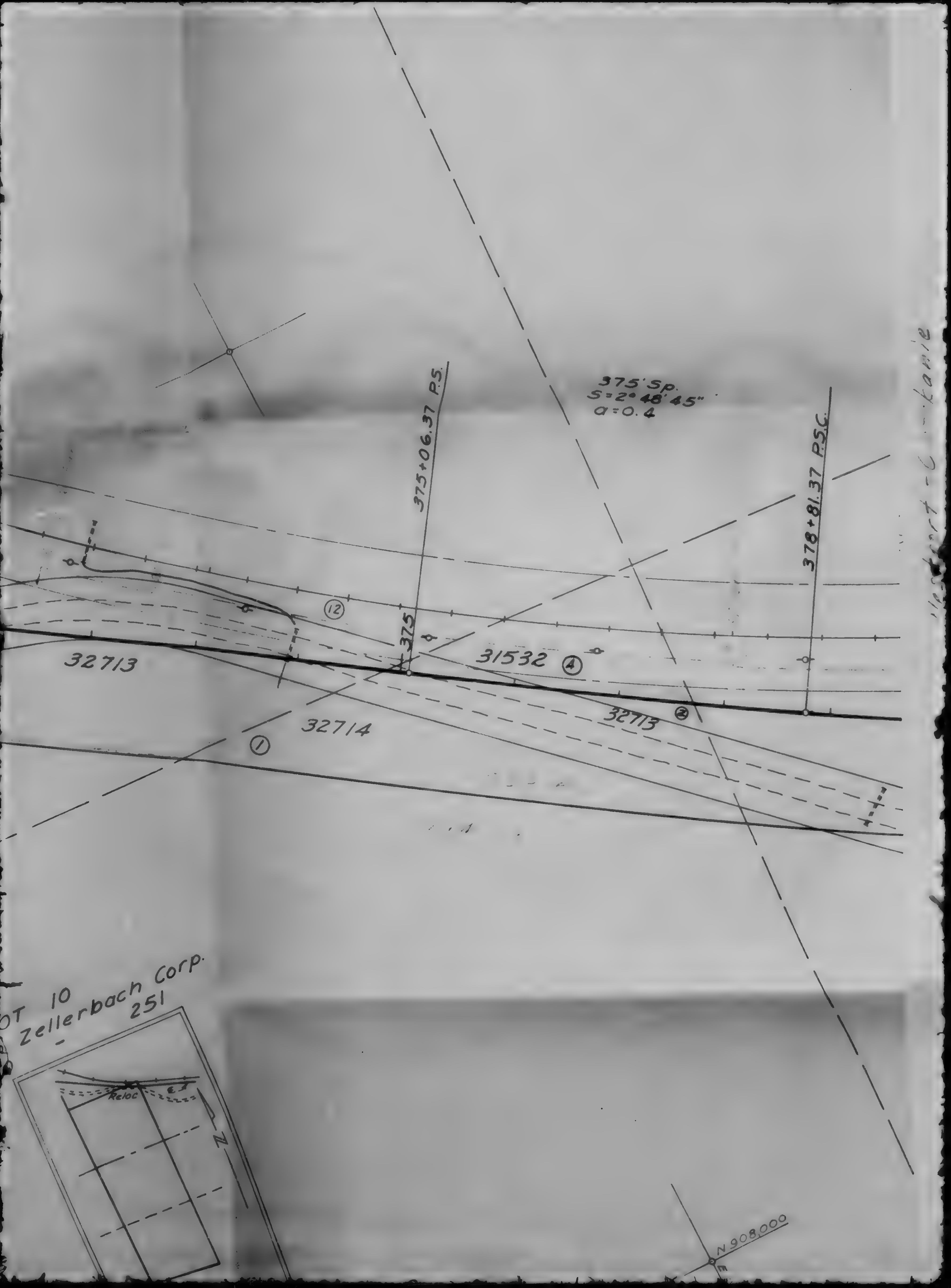
Coleman


375' Sp.
S=2°48'45"
a=0.4
375+06.37 P.S.
378+81.37 P.S.C.
375
12
31532
4
32713
32714
1
32713
2
OT 10
Zellerbach Corp.
251
Reloc
N
N 908,000
E

375+06.37 P.S.
375' S.P.
S=2°48'45"
a=0.4
⑫
①
370
60'

DESCRIPTION ONLY

S. P. & S. RAILWAY COMPANY
Westport-Clatskanie Section
Clatsop and Columbia Counties

File No. 31532
HRS 2-2-61
8B-19-14
Columbia River Highway

Right of Way, R. R. Encroachments and Easements

PARCEL NO. 1

A parcel of land lying in the Lot 1 (NE¼NE¼) of Section 1, Township 7 North, Range 6 West, W. M., Clatsop County, Oregon, and being that property described in that certain deed to Astoria and Columbia River Railroad Company, recorded in Book 38, Page 36 of Clatsop County Records of Deeds; the said parcel being described as follows:

Beginning at a point in Lot 1, Section 1, Township 7 North, Range 6 West, of W.M. which is 47.80 feet East and 451 feet South of the Southwest corner of Section 36, Township 8 North, Range 6 West, W. M.; thence North 65° 17' West, 210 feet along a certain County Road; thence North 70° 47' West, 190 feet along said County Road; thence South 19° 13' West, 100 feet; thence South 70° 47' East, 185.2 feet; thence South 65° 17' East, 210 feet; thence North 21° 58' East, 100 feet to the place of beginning.

The parcel of land to which this description applies contains 0.43 acre, more or less, outside of the existing right of way.

PARCEL NO. 2

A parcel of land lying in the N½NW¼ of Section 10, Township 7 North, Range 5 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria and Columbia River Railroad Company, recorded in Book U, Page 328 of Columbia County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Easterly line of said property with a line which is parallel to and 70 feet Southerly of the center line of the S. P. & S. Railway Company; thence Westerly parallel to said Railroad center line 565 feet, more or less, to a point 70 feet Southerly of (when measured radially to) said Railroad center line at Station RR 1779+00; thence Northerly radially to said Railroad center line 10 feet; thence Westerly parallel to and 60 feet Southerly of said Railroad center line 1075 feet, more or less, to the West line of said property; thence Southerly along said Westerly line 40 feet, more or less, to the Southwest corner of said property; thence Easterly along the Southerly line of said property and parallel to and 100 feet Southerly of said Railroad center line 1640 feet, more or less, to the Southeast corner of said property; thence Northerly along the Easterly line of said property to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

PARCEL NO. 3

A parcel of land lying in the N½NE¼ of Section 10, Township 7 North, Range 5 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria and Columbia River Railroad Company, recorded in Book Q, Pages 399-400 of Columbia County Records of Deeds; the said parcel being that portion of the Railroad right of way described in said deed lying in the N½NE¼ of said Section 10, and lying Southerly of a line which is parallel with and 80 feet Southerly of the main line track center line of said Railroad.

The parcel of land to which this description applies contains 0.23 acre.

PARCEL NO. 4

A parcel of land lying in the NW¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1603+50 on the center line of said Railroad; thence in a Northerly direction, radially to said Railroad center line 20 feet; thence Easterly parallel to said Railroad center line 915 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1612+50 on said Railroad center line; thence Southerly, radially to said Railroad center line 20

6 West, W. M., [illegible] Railroad Company, recorded in [illegible] deed to Astoria and Columbia River Railroad Company, recorded in [illegible] Clatsop County Records of Deeds; the said parcel being described as follows:

Beginning at a point in Lot 1, Section 1, Township 7 North, Range 6 West, of W.M. which is 47.80 feet East and 451 feet South of the Southwest corner of Section 36, Township 8 North, Range 6 West, W. M.; thence North 65° 17' West, 210 feet along a certain County Road; thence North 70° 47' West, 190 feet along said County Road; thence South 19° 13' West, 100 feet; thence South 70° 47' East, 185.2 feet; thence South 65° 17' East, 210 feet; thence North 21° 58' East, 100 feet to the place of beginning.

The parcel of land to which this description applies contains 0.43 acre, more or less, outside of the existing right of way.

PARCEL NO. 2

A parcel of land lying in the N½NW¼ of Section 10, Township 7 North, Range 5 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria and Columbia River Railroad Company, recorded in Book U, Page 328 of Columbia County Records of Deeds; the said parcel being described as follows:

Beginning at the intersection of the Easterly line of said property with a line which is parallel to and 70 feet Southerly of the center line of the S. P. & S. Railway Company; thence Westerly parallel to said Railroad center line 565 feet, more or less, to a point 70 feet Southerly of (when measured radially to) said Railroad center line at Station RR 1779+00; thence Northerly radially to said Railroad center line 10 feet; thence Westerly parallel to and 60 feet Southerly of said Railroad center line 1075 feet, more or less, to the West line of said property; thence Southerly along said Westerly line 40 feet, more or less, to the Southwest corner of said property; thence Easterly along the Southerly line of said property and parallel to and 100 feet Southerly of said Railroad center line 1640 feet, more or less, to the Southeast corner of said property; thence Northerly along the Easterly line of said property to the point of beginning.

The parcel of land to which this description applies contains 1.4 acres.

PARCEL NO. 3

A parcel of land lying in the N½NE¼ of Section 10, Township 7 North, Range 5 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria and Columbia River Railroad Company, recorded in Book Q, Pages 399-400 of Columbia County Records of Deeds; the said parcel being that portion of the Railroad right of way described in said deed lying in the N½NE¼ of said Section 10, and lying Southerly of a line which is parallel with and 80 feet Southerly of the main line track center line of said Railroad.

The parcel of land to which this description applies contains 0.23 acre.

PARCEL NO. 4

A parcel of land lying in the NW¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1603+50 on the center line of said Railroad; thence in a Northerly direction, radially to said Railroad center line 20 feet; thence Easterly parallel to said Railroad center line 915 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1612+50 on said Railroad center line; thence Southerly, radially to said Railroad center line 20 feet to the Southerly right of way line of said Railroad; thence Westerly along the

Southerly right of way line of said Railroad to the point of beginning.

The parcel of land to which this description applies contains 0.42 acre.

PARCEL NO. 5

A parcel of land lying in the S½NE¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1625+00 on the center line of said Railroad; thence Northerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said Railroad center line 250 feet, to a point which is opposite and 40 feet Southerly of Station RR 1627+50 on said Railroad center line; thence Northerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 30 feet Southerly of said Railroad center line 1050 feet to a point which is opposite and 30 feet Southerly of Station RR 1638+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said Railroad center line 150 feet to a point which is opposite and 40 feet Southerly of Station 1639+50 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line 1450 feet to the point of beginning.

The parcel of land to which this description applies contains 0.57 acre.

PARCEL NO. 6

A parcel of land lying in the SE¼ of Section 5, the S½ of Section 4 and in the N½ of Section 9, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1706+00 on the center line of said Railroad; thence Easterly in a straight line 350 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1709+50 on said Railroad center line; thence Easterly parallel to and 30 feet Southerly of said Railroad center line 4900 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1758+50 on said Railroad center line; thence Southerly at right angles to said center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said Railroad center line 300 feet, more or less, to a point which is opposite and 40 feet Southerly of Station RR 1761+50 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet to a line which is parallel to and 50 feet Southerly of the center line of said Railroad; thence Westerly parallel to and 50 feet Southerly of said Railroad center line to the point of beginning.

ALSO beginning at the intersection of a line which is parallel to and 50 feet Southerly of the center line of said Railroad and the Northerly extension of the Easterly line of that tract described in that deed to the Astoria and Columbia River Railroad Company recorded in Book U, Page 338, of Columbia County Deed Records; thence Southerly along said Northerly extension and the Easterly line of said Railroad tract 90 feet, more or less, to the Southeasterly corner of said Railroad tract; thence Westerly along the Southerly line of said Railroad tract 300 feet to the Southwesterly corner thereof; thence Northerly along the Westerly line of said Railroad tract and its Northerly extension 105 feet, more or less, to a line which is parallel to and 50 feet Southerly of the center line of said Railroad; thence Easterly along said parallel line to the place of beginning.

The parcel of land to which this description applies contains 3.0 acres.

PARCEL NO. 7

A parcel of land lying in the N½SW¼ of Section 1, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the Southerly right of way line of the S. P. & S. Railway Company and the West line of said Section 1, said Southerly right of way line parallel to and 87.5 feet Southerly of the center line of said Rail-feet to a point which is opposite and 30 feet Southerly of Station RR 1638+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said Railroad center line 150 feet to a point which is opposite and 40 feet Southerly of Station 1639+50 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line 1450 feet to the point of beginning.

The parcel of land to which this description applies contains 0.57 acre.

PARCEL NO. 6

A parcel of land lying in the SE¼ of Section 5, the S½ of Section 4 and in the N½ of Section 9, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1706+00 on the center line of said Railroad; thence Easterly in a straight line 350 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1709+50 on said Railroad center line; thence Easterly parallel to and 30 feet Southerly of said Railroad center line 4900 feet, more or less, to a point which is opposite and 30 feet Southerly of Station RR 1758+50 on said Railroad center line; thence Southerly at right angles to said center line 10 feet; thence Easterly parallel to and 40 feet Southerly of said Railroad center line 300 feet, more or less, to a point which is opposite and 40 feet Southerly of Station RR 1761+50 on said Railroad center line; thence Southerly at right angles to said Railroad center line 10 feet to a line which is parallel to and 50 feet Southerly of the center line of said Railroad; thence Westerly parallel to and 50 feet Southerly of said Railroad center line to the point of beginning.

ALSO beginning at the intersection of a line which is parallel to and 50 feet Southerly of the center line of said Railroad and the Northerly extension of the Easterly line of that tract described in that deed to the Astoria and Columbia River Railroad Company recorded in Book U, Page 338, of Columbia County Deed Records; thence Southerly along said Northerly extension and the Easterly line of said Railroad tract 90 feet, more or less, to the Southeasterly corner of said Railroad tract; thence Westerly along the Southerly line of said Railroad tract 300 feet to the Southwesterly corner thereof; thence Northerly along the Westerly line of said Railroad tract and its Northerly extension 105 feet, more or less, to a line which is parallel to and 50 feet Southerly of the center line of said Railroad; thence Easterly along said parallel line to the place of beginning.

The parcel of land to which this description applies contains 3.0 acres.

PARCEL NO. 7

A parcel of land lying in the N½SW¼ of Section 1, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the Southerly right of way line of the S. P. & S. Railway Company and the West line of said Section 1, said Southerly right of way line in said N½SW¼ being parallel to and 87.5 feet Southerly of the center line of said Railroad; thence Northerly along the West line of said Section 1, a distance of 18 feet, more or less, to a line which is parallel to and 70 feet Southerly of said Railroad center line; thence Easterly parallel to said Railroad center line 665 feet, more or less, to a point opposite and 70 feet Southerly of Station RR 1883+50 on said Railroad center line; thence Northerly at right angles to said Railroad center line 30 feet;

thence Easterly parallel to and 50 feet Southerly of said Railroad center line 900 feet to a point which is opposite and 50 feet Southerly of Station RR 1892+50 on said Railroad center line; thence Northerly at right angles to said center line 5 feet; thence Easterly parallel to and 45 feet Southerly of said Railroad center line 970 feet, more or less, to the North line of said N$\frac{1}{2}$SW$\frac{1}{4}$; thence Southerly at right angles to said Railroad center line 42.5 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line to the point of beginning.

The parcel of land to which this description applies contains 2.0 acres, more or less.

PARCEL NO. 8

A parcel of land lying in the SE$\frac{1}{4}$NE$\frac{1}{4}$ of Section 1, Township 7 North, Range 5 West, W. M.; the S$\frac{1}{2}$NW$\frac{1}{4}$ and the S$\frac{1}{2}$ of Section 6; the SW$\frac{1}{4}$ of Section 5 and Lot 3 of Section 8, Township 7 North, Range 4 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the East line of said Section 1 at a point which is 50 feet Southerly of (when measured at right angles to) the center line of the S. P. & S. Railway Company; thence Southerly along the East line of said Section 1, a distance of 82 feet, more or less, to a line which is parallel to and 130 feet Southerly of said Railroad center line; thence Westerly parallel to and 130 feet Southerly of said Railroad center line 310 feet, more or less, to a line which is parallel to and 300 feet West of the East line of said Section 1; thence North parallel to and 300 feet West of said East line of Section 1, a distance of 102 feet, more or less, to a line which is parallel to and 30 feet Southerly of said Railroad center line; thence Easterly, parallel to and 30 feet Southerly of said Railroad center line 6840 feet, more or less, to a point opposite and 30 feet Southerly of Station RR 1998+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 20 feet to the Southerly right of way line of said Railroad; thence Westerly parallel to and 50 feet Southerly of said Railroad center line 5140 feet, more or less, to the East line of the NW$\frac{1}{4}$SW$\frac{1}{4}$ of said Section 6; thence Southerly along the East line of said NW$\frac{1}{4}$SW$\frac{1}{4}$ 75 feet, more or less, to a line which is parallel to and 120 feet Southerly of said Railroad center line; thence Westerly parallel to and 120 feet Southerly of said Railroad center line 300 feet, more or less, to the North line of said NW$\frac{1}{4}$SW$\frac{1}{4}$ of Section 6; thence East along said North line 185 feet, more or less, to a line which is parallel to and 50 feet Southerly of said Railroad center line; thence Westerly parallel to and 50 feet Southerly of said Railroad center line 1300 feet, more or less, to the point of beginning.

ALSO that portion of the SE$\frac{1}{4}$SE$\frac{1}{4}$ of said Section 6 lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of said Railroad and Northerly of the existing Columbia River Highway.

The parcel of land to which this description applies contains 4.25 acres.

PARCEL NO. 9 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the SE$\frac{1}{4}$ of Section 5, the S$\frac{1}{2}$ of Section 4 and in the N$\frac{1}{2}$ of Section 9, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1704+50 on the center line of said Railroad; thence Northerly at right angles to said Railroad center line 20 feet; thence Easterly parallel to and 30 feet Southerly of said center line 250 feet to a point which is opposite and 30 feet Southerly of Station RR 1707+00 on said Railroad center line; thence Northerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 20 feet Southerly of said Railroad center line 250 feet to a point which is opposite and 20 feet Southerly of Station RR 1709+50 on said Railroad center line; thence Northerly at right angles to said Railroad center line 14 feet; thence Easterly parallel to and 6 feet Southerly of said Railroad center line 1150 feet, more or less, to a point which is opposite and 6 feet Southerly of Sta-

PARCEL NO. 8

A parcel of land lying in the SE¼NE¼ of Section 1, Township 7 North, Range 5 West, W. M.; the S½NW¼ and the S½ of Section 6; the SW¼ of Section 5 and Lot 3 of Section 8, Township 7 North, Range 4 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the East line of said Section 1 at a point which is 50 feet Southerly of (when measured at right angles to) the center line of the S. P. & S. Railway Company; thence Southerly along the East line of said Section 1, a distance of 82 feet, more or less, to a line which is parallel to and 130 feet Southerly of said Railroad center line; thence Westerly parallel to and 130 feet Southerly of said Railroad center line 310 feet, more or less, to a line which is parallel to and 300 feet West of the East line of said Section 1; thence North parallel to and 300 feet West of said East line of Section 1, a distance of 102 feet, more or less, to a line which is parallel to and 30 feet Southerly of said Railroad center line; thence Easterly, parallel to and 30 feet Southerly of said Railroad center line 6840 feet, more or less, to a point opposite and 30 feet Southerly of Station RR 1998+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 20 feet to the Southerly right of way line of said Railroad; thence Westerly parallel to and 50 feet Southerly of said Railroad center line 5140 feet, more or less, to the East line of the NW¼SW¼ of said Section 6; thence Southerly along the East line of said NW¼SW¼ 75 feet, more or less, to a line which is parallel to and 120 feet Southerly of said Railroad center line; thence Westerly parallel to and 120 feet Southerly of said Railroad center line 300 feet, more or less, to the North line of said NW¼SW¼ of Section 6; thence East along said North line 185 feet, more or less, to a line which is parallel to and 50 feet Southerly of said Railroad center line; thence Westerly parallel to and 50 feet Southerly of said Railroad center line 1300 feet, more or less, to the point of beginning.

ALSO that portion of the SE¼SE¼ of said Section 6 lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of said Railroad and Northerly of the existing Columbia River Highway.

The parcel of land to which this description applies contains 4.25 acres.

PARCEL NO. 9 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the SE¼ of Section 5, the S½ of Section 4 and in the N½ of Section 9, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1704+50 on the center line of said Railroad; thence Northerly at right angles to said Railroad center line 20 feet; thence Easterly parallel to and 30 feet Southerly of said center line 250 feet to a point which is opposite and 30 feet Southerly of Station RR 1707+00 on said Railroad center line; thence Northerly at right angles to said Railroad center line 10 feet; thence Easterly parallel to and 20 feet Southerly of said Railroad center line 250 feet to a point which is opposite and 20 feet Southerly of Station RR 1709+50 on said Railroad center line; thence Northerly at right angles to said Railroad center line 14 feet; thence Easterly parallel to and 6 feet Southerly of said Railroad center line 4150 feet, more or less, to a point which is opposite and 6 feet Southerly of Station RR 1751+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 24 feet; thence Westerly parallel to and 30 feet Southerly of said Railroad center line 4150 feet, more or less, to a point opposite and 30 feet Southerly of Station RR 1709+50 on said Railroad center line; thence Westerly in a straight line 350 feet, more or less, to the Southerly right of way line of said Railroad at a point which is opposite and 50 feet Southerly of Station 1706+00 on said Railroad center line; thence Westerly along said Southerly right of way line 150 feet to the point of beginning.

The parcel of land to which this description applies contains 2.5 acres.

PARCEL NO. 10 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the SE¼NE¼ of Section 1, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning on the Southerly right of way line of the S. P. & S. Railway Company at a point which is opposite and 50 feet Southerly of Station RR 1923+00 on the center line of said Railroad; thence Northerly at right angles to said Railroad center line 20 feet; thence Easterly parallel to and 30 feet Southerly of said Railroad center line 200 feet, more or less, to a point opposite and 30 feet Southerly of Station RR 1925+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 20 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line to the point of beginning.

The parcel of land to which this description applies contains 0.09 acre.

PARCEL NO. 11 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the SE¼NE¼ of Section 1, Township 7 North, Range 5 West, W. M., and in Township 7 North, Range 4 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning at a point which is opposite and 30 feet Southerly of Station 1929+50 on the center line of the S. P. & S. Railway Company; thence Northerly at right angles to said Railroad center line 18 feet; thence Easterly parallel to and 12 feet Southerly of said Railroad center line 6850 feet, more or less, to a point which is opposite and 12 feet Southerly of Station RR 1998+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 18 feet; thence Westerly parallel to and 30 feet Southerly of said Railroad center line 6850 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 2.8 acres.

PARCEL NO. 12 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being a strip of land 5 feet in width lying between lines which are parallel to and 25 feet Southerly and 30 feet Southerly of the center line of the S. P. & S. Railway Company, said strip of land extends from a line lying radially to said Railroad center line at Station RR 1604+50 to a line lying radially to said Railroad center line at Station RR 1610+00.

The parcel of land to which this description applies contains 0.06 acre.

PARCEL NO. 13 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the S½NE¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being a strip of land 5 feet in width lying between lines which are parallel to and 25 feet Southerly and 30 feet Southerly of the center line of the S. P. & S. Railway Company, said strip of land extends from a line at right angles to said Railroad center line at Station RR 1629+00 to a line at right angles to said center line at Station RR 1635+00.

The parcel of land to which this description applies contains 0.07 acre.

if/pkl

thence Easterly parallel to and 30 feet Southerly of said Railroad center line [illegible], more or less, to a point opposite and 30 feet Southerly of Station RR 1925+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 20 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line to the point of beginning.

The parcel of land to which this description applies contains 0.09 acre.

PARCEL NO. 11 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the SE¼NE¼ of Section 1, Township 7 North, Range 5 West, W. M., and in Township 7 North, Range 4 West, W. M., Columbia County, Oregon; the said parcel being described as follows:

Beginning at a point which is opposite and 30 feet Southerly of Station 1929+50 on the center line of the S. P. & S. Railway Company; thence Northerly at right angles to said Railroad center line 18 feet; thence Easterly parallel to and 12 feet Southerly of said Railroad center line 6850 feet, more or less, to a point which is opposite and 12 feet Southerly of Station RR 1998+00 on said Railroad center line; thence Southerly at right angles to said Railroad center line 18 feet; thence Westerly parallel to and 30 feet Southerly of said Railroad center line 6850 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 2.8 acres.

PARCEL NO. 12 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being a strip of land 5 feet in width lying between lines which are parallel to and 25 feet Southerly and 30 feet Southerly of the center line of the S. P. & S. Railway Company, said strip of land extends from a line lying radially to said Railroad center line at Station RR 1604+50 to a line lying radially to said Railroad center line at Station RR 1610+00.

The parcel of land to which this description applies contains 0.06 acre.

PARCEL NO. 13 A temporary easement for slope purposes for the duration of project, over or on the following described parcel, to wit:

A parcel of land lying in the S½NE¼ of Section 6, Township 7 North, Range 5 West, W. M., Columbia County, Oregon; the said parcel being a strip of land 5 feet in width lying between lines which are parallel to and 25 feet Southerly and 30 feet Southerly of the center line of the S. P. & S. Railway Company, said strip of land extends from a line at right angles to said Railroad center line at Station RR 1629+00 to a line at right angles to said center line at Station RR 1635+00.

The parcel of land to which this description applies contains 0.07 acre.

if/pkl

RECEIVED
FEB 8 1961
FOR FILING

February 7, 1961

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Clatskanie-Westport Section
Lower Columbia River Highway
Columbia and Clatsop Counties

Dear Sir:

Yesterday I left with you prints of maps showing the encroachments upon your railroad in the section between Clatskanie and Westport where we propose to rebuild the Lower Columbia River Highway.

It would be greatly appreciated if you would take the necessary steps to draw up an agreement covering these encroachments and the transfer of property which is to be made near Marchland.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gg

cc to: Mr. W. C. Williams
Mr. J. D. Walker

RECEIVED
FEB 9 1961
FORM E-30 50M 2-60 28118
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1961

SUBJECT: File 31532 - S. P. & S. Railroad Company
Westport-Clatskanie Section
Clatsop & Columbia Counties

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 2 copies of descriptions, dated February 2, 1961, and 3 prints each of encroachment maps 8B-21-7 and 8B-21-8, revised January 1961, concerning Right of Way, Encroachments and Easements from the S. P. & S. Railroad Company on the subject section.

These maps supersede any prior encroachment maps that you or the Railroad Company have received.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

Attach

FOS:cw

cc: Mr. W. T. Wright

Copy of map & left with SP&S Feb 6

NOTED

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1960
FOR FILING

F-221 (15)

Cross Referenced To:
[illegible]
[illegible]

Salem, Oregon
November 14, 1960

Agenda Item 4-1

Mr. Tom Edwards
Construction Engineer
Office

Attention: Mr. Edwin Pease
Construction Office Engineer

Attached is a conformed copy of an agreement with Dames & Moore, Soil Mechanics Engineers, covering foundation investigation of the area where the S.P.& S Railroad Company's tracks will be relocated on the Westport-Clatskanie Section of the Columbia River Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Dames & Moore, Soil Mechanics Engineers.

Secretary

rn
Attach: 1

P. S.
The attached Certificate of Insurance has not been checked by the Legal Department.

RECEIVED
OV 14 1960
FOR FILING

Cross Referenced To:
Agm
Petition
Fee

November 10, 1960

Dames & Moore
Consulting Engineers
1220 S.W. Morrison Street
Portland 5, Oregon

Attention: Mr. Irving E. Olsen

Gentlemen:

We are enclosing for the records and files of Dames & Moore, Soil Mechanics Engineers, a fully executed copy of an agreement between the State Highway Commission and Dames & Moore, Soil Mechanics Engineers, covering foundation investigation of the area where the Spokane, Portland and Seattle Railroad Company's tracks will be relocated.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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23 1960
FOR FILING

4-2 2

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: November 10, 1960

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

MISC. CONTRACTS and AGREEMENTS No. 2306

FROM : C. G. Polk, Division Engineer
08-35.2-DA Salem, Oregon

SUBJECT: Oregon Project F-221(8)-Preliminary Engineering Consultant Agreement

As an exception to normal procedures, Regional Engineer B. M. French has advised that it is satisfactory for this office to approve the formal agreement dated November 4, 1960 between the State Highway Commission and Dames & Moore on the Westport-Clatskanie Section of FAP Route 1. Returned herewith is the Commission Secretary's executed "office copy" of the agreement stamped as approved by this office.

You are authorized to proceed with the work.

Attachment

copy
Edw.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1960

SUBJECT: Dames and Moore Agreement
Westport-Clatskanie Section

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith three copies of a proposed agreement between Dames and Moore and the State Highway Department in which they are to make recommendations regarding the fill foundation on which we propose to relocate 1.25 miles of the Spokane, Portland and Seattle Railroad Company's tracks. The Railroad Company has requested that we have the foundation study made by independent foundation experts before they will consider such a relocation and enter into an agreement with us. The estimated total cost for the work is $4,580.

The agreement has tentative approval of the Bureau of Public Roads. The copies submitted herewith have been signed by Dames and Moore and are ready for the signatures of the Highway Commission if they approve the agreement.

Also forwarded herewith are certificates of insurance submitted by Dames and Moore. Attached hereto is a rough draft of a request to the Highway Commission requesting their approval of this agreement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
NOV 11 1960
FOR FILING

November 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On our survey between Westport and Clatskanie on the Columbia River Highway, we find it desirable to relocate approximately 1.25 miles of the Spokane, Portland, and Seattle Railroad Company's track.

The Railroad Company is requiring that we have outside foundation experts make a report on the area in which we hope to move its track before it will go along with such a relocation. To that end, we are entering into an agreement with Dames and Moore, Soil Mechanics Engineers, of Portland, Oregon, to have this report made.

I am attaching three copies of this agreement and request your approval of same.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:jk fn

RECEIVED
OCT 31 1960
FOR FILING

Cross Referenced To:

October 2[illegible], 1960

Oregon State Highway Commission

Gentlemen:

We are presently developing plans for the improvement and relocation of the Westport-Clatskanie Section of the Columbia River Highway. This will require the relocation of approximately 1.25 miles of the Spokane, Portland and Seattle Railroad Company's tracks. Such relocation of the tracks must be done by agreement with the Railroad Company.

In the opinion of the Railroad Company, part of the area on which the tracks will be relocated has questionable foundation support. The Railroad Company has requested that we have a foundation investigation made by foundation experts before it will consider an agreement with us. In order to have such an investigation made, we recommend entering into an agreement with Dames and Moore who have been engaged in this capacity by us on other jobs. The Railroad Company has indicated that Dames and Moore are satisfactory to conduct the investigation. The cost of the work contemplated in the agreement is $4,500.

It is recommended that this agreement be approved so work on this project may go forward.

This matter will be on the agenda for your consideration at the November 3-4 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc: Tom Edwards
C. H. Maison
LHY:fp ms

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OCT [illegible] 1960
FOR FILING

[illegible]

Cross Referenced To:
[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1960

SUBJECT:

To: Tom Edwards
Construction Engineer
Building

We have received approval from the Department of Finance and Administration to employ the consulting firm of Dames and Moore to resolve the foundation problem on the lower Columbia River Highway near Clatskanie.

C. H. Maison
Auditor

hs

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
[illegible]

RECEIVED
OCT [illegible] 1960
FOR FILING

Cross Referenced To:
Adm
Petitions
Hy.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-221 (...)

October 14, 1960

Mr. Freeman Holmer, Director
Department of Finance and Administration
Capitol Building
Salem, Oregon

Dear Mr. Holmer:

We find it necessary to employ a consulting firm of foundation experts to resolve a problem on the Columbia River Highway. The basic facts leading to this necessity are as follows:

1. The design of the Westport-Clatskanie Section of the Columbia River Highway requires the relocation of approximately 1.25 miles of the Spokane-Portland-Seattle Railroad Company tracks.

2. Any relocation of a Utility's facilities must be done by agreement between the State Highway Commission and the Utility.

3. Some of the areas on which the tracks will be relocated have questionable foundation support in the opinion of the Railroad Company.

4. They have insisted that we have a foundation study made by foundation experts before they will enter into the necessary agreement.

5. Dames and Moore have been employed in this same capacity by us at The Dalles, and this firm is agreeable to the Railroad Company.

6. Dames and Moore have given us an estimate of $4,600 for this study. The cost of this study would be a charge against preliminary engineering and would be participated in by the Bureau of Public Roads to the extent of 60%.

Your early approval of this request will be appreciated so that the agreement between the Railroad Company and the State Highway Commission can be presented to the Commission at their November 3rd meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By:
C. H. Maison
Auditor

CHM:hs
cc: Forrest Cooper - Tom Edwards

ECEIVED
SEP 27 1960
FOR FILING
[illegible]
[illegible]

Cross Referenced To:
[illegible]
[illegible]
[illegible]

Salem, Oregon
September 26, 1960

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

Mr. Asburry and I conferred with Mr. H. F. Moy of the S. P. & S. Company concerning the West Unit of the Westport-Clatskanie Section. The Railroad has no objection to the extent of easement and to the exchange of property, although they do ask that in those points where we go through their extra wide right of way which is reserved for station grounds, we provide them with equal acreage at some point. The maps we presented to them today did not show as much acreage being transferred to them as we were taking from them.

They have serious doubts, however, as to the stability of any embankment which we might build for them outside of their present line. Our foundation borings show that the subgrade here is very soft, and they are fearful that settlement will go on for a long period of time. They suggested that an outside firm of soils engineers be retained to study the matter and report as to its feasibility and if feasible, to report on the methods of construction that should be used. They have in mind the possibility that vertical sand drains may be an answer. It was suggested that Dames and Moore would be acceptable. The consultants could either be hired by the Railroad and the cost billed to us by the Railroad, or we could hire the consultants directly as a part of our engineering costs.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
OCT 3 1960
FOR FILING

F-221
[illegible]

Salem, Oregon
September 26, 1960

Retaining of Dames & Moore
to study construction
procedures - Clatskanie

Mr. Tom Edwards
Construction Engineer
OFFICE

The S.P.&S. has objected somewhat to our plan of construction westerly of Clatskanie.

The Railroad has finally indicated that it would go along with us but it is concerned over the matter of fill stability. It has requested that we retain the firm of Dames and Moore to make a study and recommendation as to construction procedures in the questionable area. I see no alternative but to proceed.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson

FORM E-90 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1960

SUBJECT:

To: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

Mr. Asburry and I conferred with Mr. H. F. Moy of the S. P. & S. Company concerning the West Unit of the Westport-Clatskanie Section. The Railroad has no objection to the extent of easement and to the exchange of property, although they do ask that in those points where we go through their extra wide right of way which is reserved for station grounds, we provide them with equal acreage at some point. The maps we presented to them today did not show as much acreage being transferred to them as we were taking from them.

They have serious doubts, however, as to the stability of any embankment which we might build for them outside of their present line. Our foundation borings show that the subgrade here is very soft, and they are fearful that settlement will go on for a long period of time. They suggested that an outside firm of soils engineers be retained to study the matter and report as to its feasibility and if feasible, to report on the methods of construction that should be used. They have in mind the possibility that vertical sand drains may be an answer. It was suggested that Dames and Moore would be acceptable. The consultants could either be hired by the Railroad, and the cost billed to us by the Railroad, or we could hire the consultants directly as a part of our engineering costs.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

NOTED
FORREST COOPER

RECEIVED
SEP 1960
FOR FILING

Cross Referenced To:

September 2, 1960

Mr. Art Steele, Publisher
The Clatskanie Chief
Clatskanie, Oregon

Dear Mr. Steele:

Reply is made to your letter of August 27 concerning the Westport-Clatskanie Section of the Lower Columbia River Highway.

First, I would wish to advise you pertaining to the federal fund allocations mentioned in your letter in regards to statements made by our resident engineer. Federal funds have been allocated to the 50 states of the Union up to approximately 75 percent of the total allocation. The remaining 25 percent is being temporarily withheld until the final census figures are tabulated and the minor adjustments of allocations to the different states have been calculated. This will not deter the highway construction program.

If you will recall during the public hearing on this project held in Clatskanie I indicated that negotiations would be necessary with the Spokane, Portland & Seattle Railway Company due to a necessary revision of the railroad alignment. It developed that there were certain engineering aspects of this railroad relocation which had to be resolved prior to the signing of an agreement with the Railway Company. This necessitated further field investigation and minor revisions in our proposed alignment for both the highway and the railroad.

These studies have been completed and it is my understanding that we will now be in agreement with the Railway Company and the necessary negotiations can be finalized. This will permit us to prepare rights of way descriptions in anticipation of actual negotiations with the affected ownerships. Therefore, we can safely assume that this project can be advertised for construction in the early spring.

I trust that this is a satisfactory answer to your letter.

Very truly yours,

W. C. Williams
State Highway Engineer
By
Victor D. Wolfe
Administrative Assistant

cc: Mr. Williams
Mr. Cooper
Mr. Edwards

VDW:ms

The Clatskanie Chief

ART STEELE, Publisher PUBLISHED EVERY FRIDAY

CLATSKANIE, OREGON

August 27, 1960

Mr. Victor Wolfe
Administrative Assistant,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Wolfe:

We are surely taking advantage of your offer to furnish us with desired information.

I understand that the call for bids for the Clatskanie-Westport section of the lower Columbia has been postponed from this fall to after the first of the new year.

Your engineer in Clatskanie tells me it has something to do with the receipt of funds from the federal government but he did not know the details.

I would appreciate it if you would fill in the desired information. If the funds for this year are not spent on the primary roads, does it mean the money will be approximately doubled for next year? Of course we are disappointed at any delay in this section as you know we consider the strip out of Clatskanie most dangerous.

Thanks for past as well as present favors,

Sincerely

Art Steele.

RECEIVED
AUG 29 1960
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X

RECEIVED
SEP - 1 1960
FOR FILING

221 (10)

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Cross Referenced To:

August 30, 1960

Mr. H. F. Moy
Chief Engineer
S. P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Subject: Westport-Clatskanie Section
Columbia River Highway

Dear Sir:

In conformance with your recent request regarding additional information concerning the area on which it is proposed to relocate your railway facilities just westerly of Clatskanie, we are forwarding to you this date under separate cover the following data:

1. Six laboratory reports on native material taken from the area on which it is proposed to relocate your facilities.
2. One sketch map showing the location from which these materials were obtained.
3. One profile showing the depths at which material of various supporting power was encountered.

We hope this is the information you desired. If we can be of further assistance to you, please feel free to call upon us.

Very truly yours,

J. D. Walker
Division Engineer

NOTED

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson

RECEIVED

RECEIVED
[illegible] 1960
FOR FILING
[illegible]
[illegible]

Cross Referenced To:
Adm.
[illegible]
[illegible]

August 11, 1960

Mr. John Randa
Clatskanie
Oregon

Dear Mr. Randa:

We have your letter of August 1 in which you suggest an alternate routing of the Lower Columbia River Highway between Westport and Clatskanie.

In connection with a previous investigation of the suggested route, it was determined that the bearing value of the soils at the overcrossing on the Clatskanie end was such that it would not support the necessary fill heights. For this and other reasons, this route was not considered practicable.

We appreciate your interest in this matter and wish to thank you for bringing it to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

ADO:jk/LHY:fp ms

cc: Mr. Forrest Cooper
Mr. Tom Edwards

ASSIGNMENT

Date: **August 3, 1960** No. 6861 By Lww

Description: Randat (from Metsker) **Letter of August 1 by John Randak, of Clatskanie, suggesting we are overlooking something in building highway between Clatskanie and Westport**

Acknowledged by____ Referred to **Edwards**

_ Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
XX Return with rough draft of reply
_ Prepare reply for signature of Mr.______
_ Contact correspondent and report

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1960

Remarks:

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Executed 8-11-60 Report Received______

REFERRED TO
Edwards
By State Highway Engineer

Clatskanie Oregon
Aug 1 1960

Oregon State High way Dept
Salem Oregon

I think you are over looking some thing in building High way between Clatskanie and westport, over pass rail Road west of draw bridge and take to the low land to the Columbia River bank to westport Most of Road fill is there wonderful sand beach for miles Camping swiming fishing beach Combing that would be something some thing allways to see. trafic on the River would take a short bridge and Rail Road over pass at westport

Yours truly
John Randa

RECEIVED
AUG 3 1960
OREGON
STATE HIGHWAY COMMISSION

(Metsker map shows a John Randa
located approx 1 mi [illegible]
of [illegible] [illegible] 8/[illegible])

RECEIVED
AUG 3 - 1960
FORM E-30 50M 2-60 26118
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1960

SUBJECT:

To:

Memo to Files

Mr. Paxson and I met with Hal Moy, Chief Engineer for the S.P. & S. Railway in Portland, Monday, August 1st, regarding encroachments and railroad revision on the Westport-Clatskanie Section of the Columbia River Highway.

Mr. Moy had voiced some objections to our location, particularly to the separation between highway and rail centerlines. A typical section was worked out which met his approval and alterations in the line to meet this requirement are now being made. A copy of this section is attached. This section applies only to the critical points where the railway is adjacent to hillside. On the flats the section remains as originally planned.

Mr. Moy also requested that instead of purchase or easement on certain parcels of land in the vicinity of Marshland that we provide tracts adjacent to railroad right of way on the opposite side of the track in like acreages. We are attempting to arrange this.

The request for soil studies and reports will be met from data already at hand and some minor lab reports which are being made ready and will be then dispatched to Mr. Moy.

Discussion of assumption of abnormal settlement maintenance for a period of 5 years on the relocated section of the railroad was made and same tentatively agreed to by Mr. Paxson.

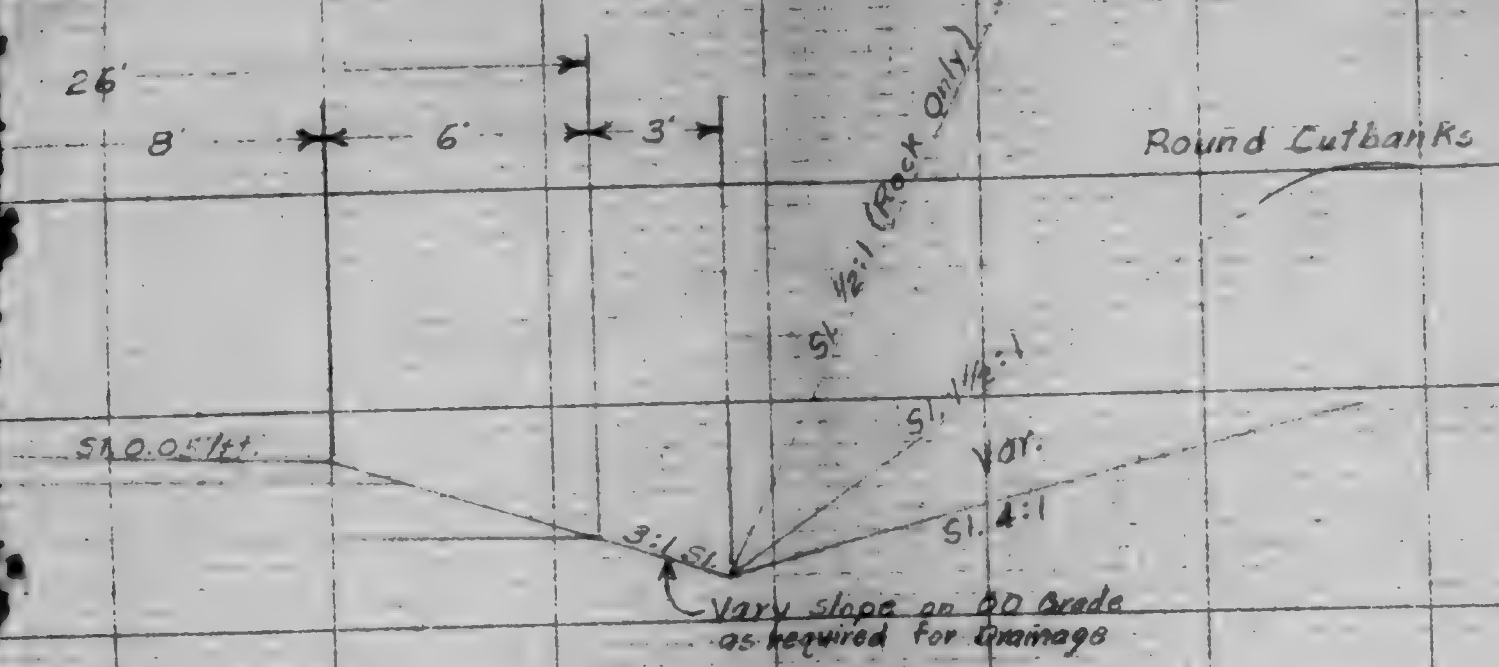
Discussion was also held relative to relocation of railroad communication lines. This embodied only an explanation of the plans which we already contemplate and which were satisfactory.

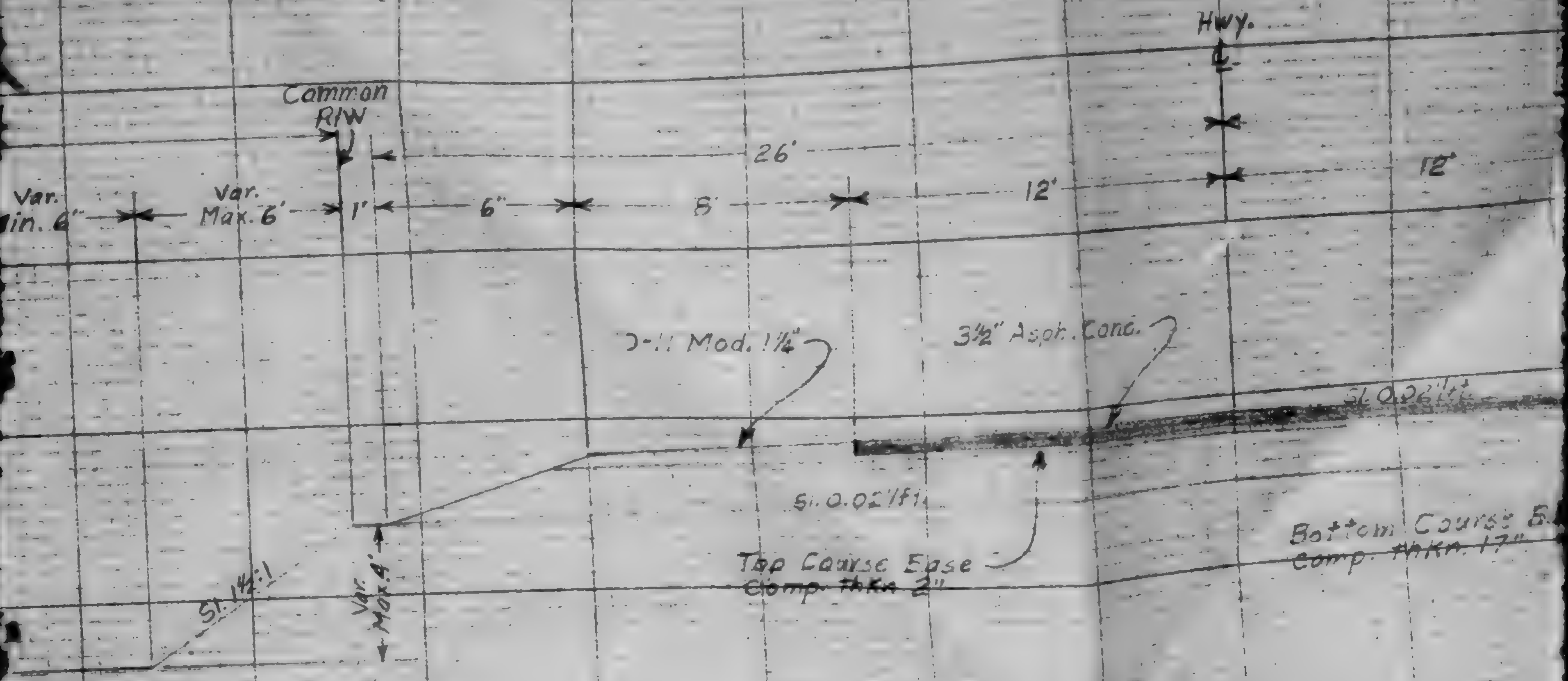
J Walker
J. D. Walker
Division Engineer

JDW:AM
cc Mr. G. S. Paxson ✓
Mr. Tom Edwards
Att'n: Mr. D. J. Barbee

RECEIVED
AUG [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON


26'
8'
6'
3'
Sl. 1/2:1 (Rock Only)
Round Cutbanks
Sl. 1 1/2:1
Var.
Sl. 0.05'/ft.
Sl. 4:1
3:1 Sl.
Vary slope on 0.0 Grade
as required for Drainage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Var.
Max. 6'
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6'
8'
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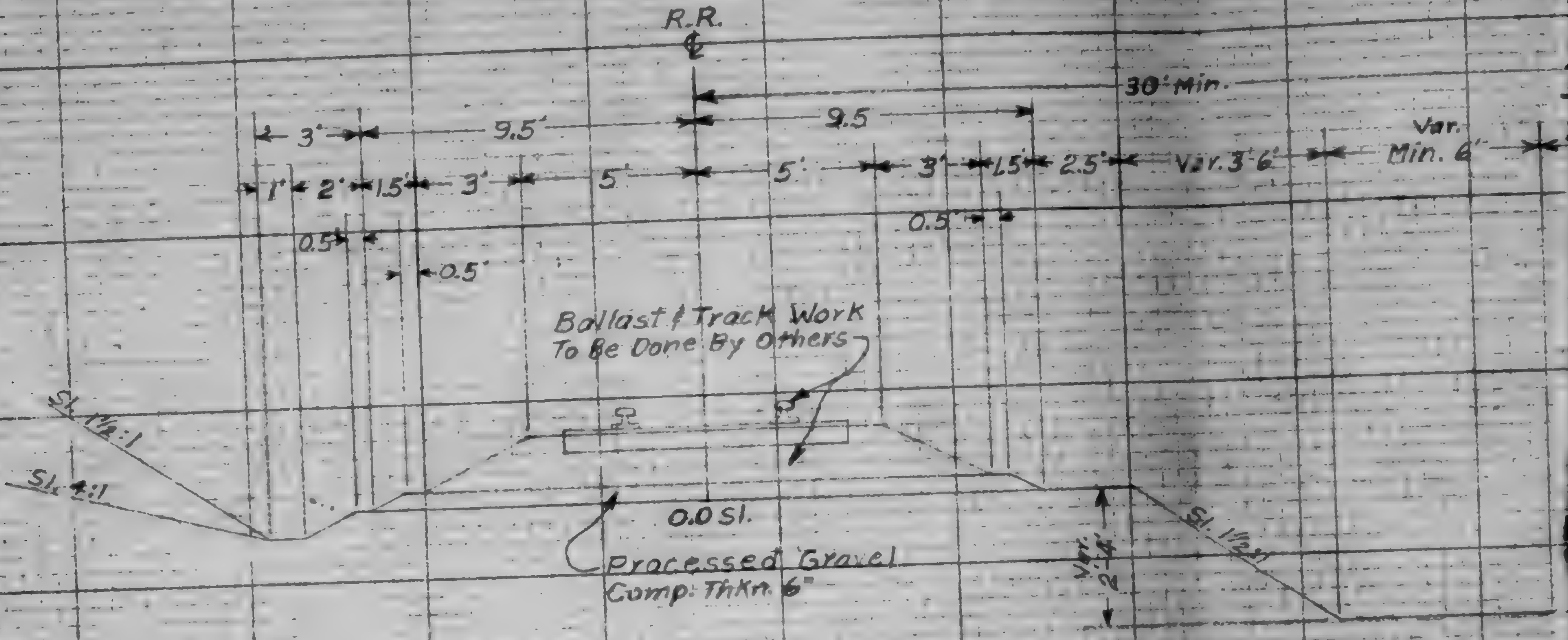
12'
D-1 Mod. 1¼"
3½" Asph. Conc.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Top Course Base
Comp. thkn. 2"
Bottom Course B
Comp. thkn. 17"
Sl. 1½:1
Var.
Max. 4'

TYPICAL SECTION

Sta. 489+00 - ($\frac{786+31.99\ BK}{1655+59.14\ Ah}$ = EQ) - Sta 1

Sta. 1662+00 - Sta 1667+00 (Taper Se

DSON - CLATSKANIE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY


R.R.
℄
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9.5
Var.
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Var. 3'6"
Min. 6'
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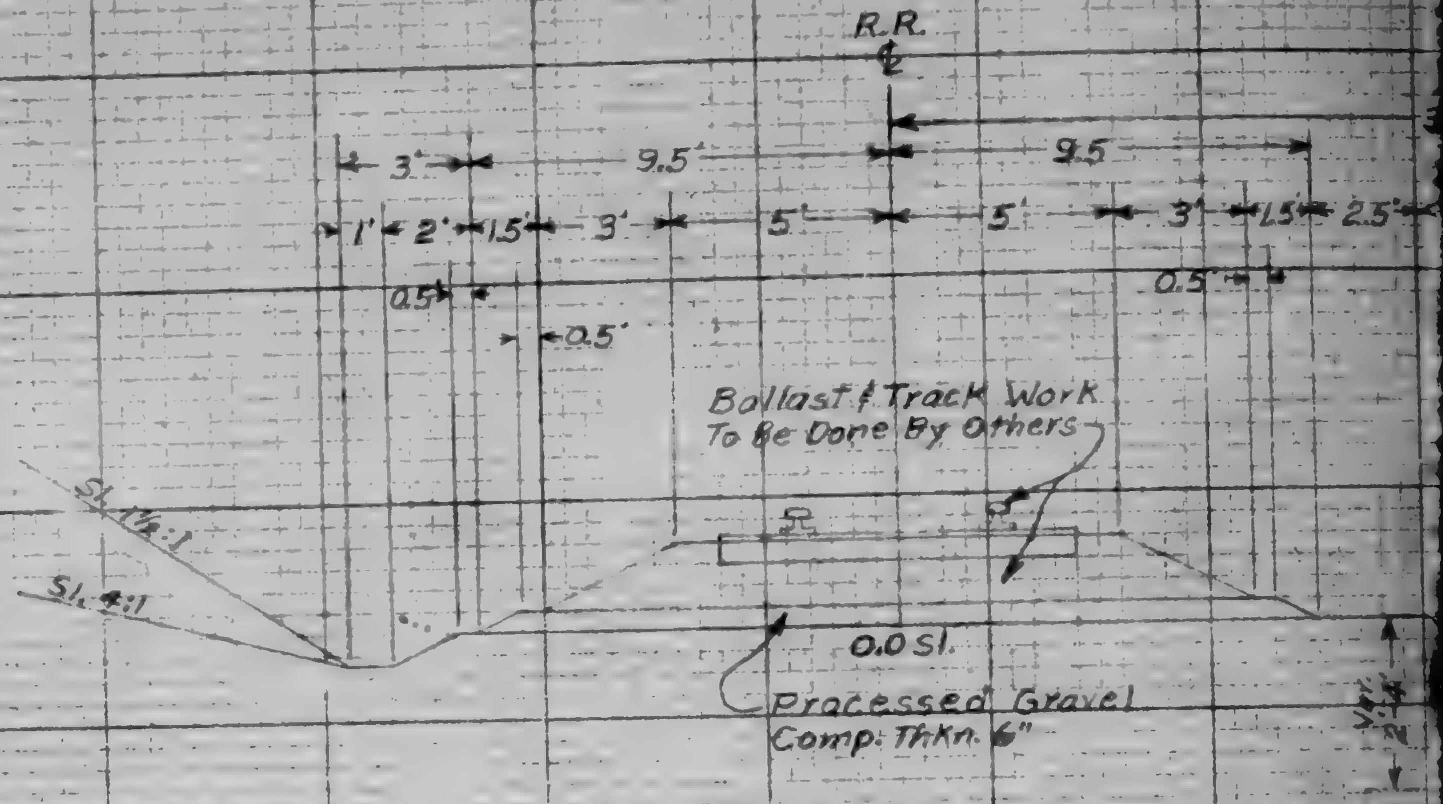
0.5'
Ballast & Track Work
To Be Done By Others
Sl. 1½:1
Sl. 2:1
0.0 Sl.
Processed Gravel
Comp. Thkn. 6"
Var. 2'-4'
Sl. 1½:1

RAILROAD RELOCATION
Sta. 669+00-Sta. 770+00

WOODSON
CO


R.R.
℄
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Ballast & Track Work
To Be Done By Others
Sl. 1½:1
Sl. 4:1
0.0 Sl.
Processed Gravel
Comp. Thkn. 6"

RAILROAD RELOCATION
Sta. 669+00 - Sta. 770+00

RECEIVED
1960
FORM 26118
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Cross Referenced To:
Adm
Petitions
Gen

Salem, Oregon
August 9, 1960

SUBJECT: East Unit, Westport-Clatskanie
US 30

To: Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

In regard to your letter of July 27 on the above subject, I note from a Memo To The File by Mr. Walker that you and Mr. Walker met with Mr. Moy, Chief Engineer for the S.P. & S. Railway regarding the various items included in your letter.

I understand that an agreement on the various items was arrived at with Mr. Moy. Mr. Walker has been informed to redesign the job along these lines.

Tom Edwards
Construction Engineer

By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

G. S. PAXSON

RECEIVED
1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1960
FOR FILING

Cross Referenced To:
Adm
Petitions
Gen

Salem, Oregon
July 27, 1960

East Unit, Clatskanie-
Westport Section, US30

Mr. Tom Edwards

I am attaching a copy of a letter from Mr. H. F. Moy, Chief Engineer, S. P. & S. Railway Company, with reference to our proposal to relocate a portion of their railroad west of Clatskanie and to encroach upon certain of their properties. Mr. Moy subdivided his comments into eight articles:

(1) I believe that it is our intention to locate the railroad's communication lines on the river side of the relocation.

(2) We are inclined to agree that the 20 feet from their center line is too close. I see no reason why we cannot get out to 30 feet other than the additional material, and in view of their insistence, I believe we will have to do this. I would suggest that you prepare a section showing the wide-bottomed ditch or moate between the highway and the railroad.

(3) We should furnish to the railroad company the information which they have asked for on soil type.

(4) It has been our intention to assume any extraordinary maintenance due to the reconstruction for a period of 5 years in the same manner as we have previously handled such matters with the Union Pacific Railroad Company.

(5) and (7) These areas are property which the railroad company acquired for station grounds, and they advise that they must retain them in order to develop sidings for local service. Mr. Moy suggested that we might acquire property on the north of the railroad in an equal area so that their sidings could be installed on the north rather than the south. I do not know if this is practicable. We certainly should not introduce excessive curvature just to get around these widened rights of way.

(6) Any interference with drainage now legally existing on the railroad rights of way will, of course, have to be taken care of.

(8) This is again a matter of keeping our highway farther away from the track. I do not know the conditions here but perhaps it can be done without too great a cost.

Will you please look into these matters so that we can go back to the railroad company for further negotiation.

G. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ae

cc to: Mr. J. D. Walker

FORM 1812

SPOKANE PORTLAND AND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

July 21, 1960

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

I refer you to previous correspondence with your Mr. W. C. Williams and Mr. J. D. Walker; also to discussions had with you on the proposed relocation of approximately one mile of S.P.& S. Railway main line on the Astoria Division west of Clatskanie, Oregon.

This portion of relocation as well as the proposed encroachments on our right of way from Midland Road west to Kerry have been reviewed by this office, our Right of Way Department, and Communications & Signal Department. Before I will be able to furnish you the information as requested by you at earlier meetings covering costs of handling this proposed relocation on the part of the S.P.& S. Railway, I will have to have certain additional information from the Oregon State Highway Department and also request that certain changes be made in the relocation of the S.P.& S. Railway as well as the location of the new highway west of Midland Road.

I will comment on your plan furnished this office entitled Encroachment on S.P.& S. Railway, East Unit, Westport to Clatskanie, dated April 1960, commencing at the Clatskanie end of this project and continuing west to Kerry as follows:

(1) It will be necessary to relocate our telephone and telegraph line on the river side commencing at the westerly end of our Clatskanie River draw span, and continuing same westward to Railway Engrs. Sta. 1934+36 where an overhead crossing will be made to return same to the landward side of the track. There is a possibility that the Clatskanie PUD in relocating their pole line would consider the placement of our telephone and telegraph wires on their relocated line. In no case will we allow the Clatskanie PUD poles or even our own poles to be placed between the relocated highway and the railroad. All pole lines must be placed on the river side of the track.

(2) It is noted on your typical sections through the relocated area that you desire to give the S.P.& S. Railway only 20 ft. of right of way from the center line of its track to the common right of way line. I fully realize that other portions of our Astoria Line that parallel the Columbia River highway are as close as this or closer. However, the intervening years since the highway was constructed so close to the railway track have more or less taught all of us a lesson from a safety standpoint. Quite frequently as a result of accidents on the highway, passenger cars and trucks have left the highway and landed on our tracks which not only endangers the lives of people in the vehicles but also of personnel operating our trains. I believe you are quite familiar with situations encountered below Linnton and at other places along the Columbia River highway. I am, therefore, requesting that the proposed railway-highway right of way line be not less than 30 ft. from the center line of the relocated railroad; also, that the slopes to the common ditch between us be steepened to at least 1-1/2:1, providing a flat bottom in ditch as well as a deeper ditch to prevent any vehicle from landing on our track after proceeding through the highway railing. I presume that this section of the highway will have a guard rail for its complete length paralleling our track.

(3) I have a report dated May 17, 1960, from Mr. William R. Fretwell, your Division Geologist, covering probe resistance readings through this area. It is noted that the greater percentage of the readings are under 70 PSI, which indicates that the soil has very little strength and stability. If I am to allow the relocated railway to be built on such soil, I am requesting that borings and samples be taken through this entire area so that further study can be carried on and determination made regarding foundations that we can expect for our relocated line. Until such time as I receive such information, I will be unable to approve the proposed alignment.

(4) Due to the poor soil conditions existing throughout this entire area it has taken a good many years for the present roadbed of the S.P.& S. Railway to become completely stabilized. You no doubt have seen the large amounts of ballast placed on sections of this line because of settlement. Keeping this in mind, we would have to ask the Oregon State Highway Department to assume all future maintenance costs on this relocated line for a period of not less than 5 years. These maintenance charges would cover additional material to restore subgrade to proper elevation, additional ballast, additional riprap along the Clatskanie River, lining and surfacing track, and other incidentals relating to settlement throughout this area.

(5) From Midland Road west where you desire to encroach on our right of way for the placement of your highway embankment, the typical sections as shown on your map appear to be satisfactory; I do not have any objection to the minimum proposed encroachment line of 30 ft. from the center line of the railroad. As discussed with your Mr. Walker in my office, we would not permit the placing of the highway embankment any closer than as shown on this print since we feel that the added weight on this particular soil might cause further subsidence in our present embankment.

(6) You are undoubtedly aware that the Magruder Drainage District, Clatskanie Drainage District, and others have various permits now in existence for ditches on our right of way. These permits will have to be cleared before your plans are finally approved; this to be done by the Oregon State Highway Department.

(7) The typical sections in the immediate vicinity of Marshland indicate that the proposed encroachment line will use up some 40 ft. of our present right of way for a distance of approximately 500 ft. Again at Railway Engrs. Sta. 1785 westward to Engrs. Sta. 1768 the proposed encroachment line would use up approximately 50 ft. of our right of way. The Railway will not accept the location of the highway as laid out at these two points as we feel that for operating reasons we must retain the additional width we now have at these two locations. Therefore, I would request that your alignment be revised somewhere east of Marshland to a point beyond Railway Engrs. Sta. 1765.

(8) At the westerly end of this particular project which is near Kerry and where the existing Columbia River highway parallels our railway, I will again have to insist on at least 30 ft. of right of way from the center line of our track.

I would appreciate your reviewing this entire highway relocation so that I may be furnished the information I have requested, and the minimum distances from the center line of our track to the proposed right of way line can be maintained. On receiving this information from you and if satisfactory to the Railway, I will proceed with the estimates that you have previously requested.

Very truly yours

HF Moy

Chief Engineer

HFM:e

RECEIVED
JUL 26 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1960
FOR FILING

July 25, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 7, 1960, adopted a survey concerning improvement of the Westport-Clatskanie Section of the Columbia River Highway.

For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 216)

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Att.

RECEIVED
JUL 25 1960
FOR FILING
[illegible]
[illegible]

July 25, 1960

Hon. J. D. Pusey, Mayor
City of Clatskanie
Clatskanie, Oregon

Dear Mr. Pusey:

The State Highway Commission at its meeting on July 7, 1960, adopted a survey concerning improvement of the Westport-Clatskanie Section of the Columbia River Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 216).

You will recall that a public hearing on this project was held in Clatskanie on May 5, 1950 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Att.

NOTED
J. Mc C.

RECEIVED
JUL 25 1960
FOR FILING

July 25, 1960

Clatsop County Court
Courthouse
Astoria, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 7, 1960, adopted a survey concerning improvement of the Westport-Clatskanie Section of the Columbia River Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 216).

You will recall that a public hearing on this project was held in Clatskanie on May 5, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

Att.

NOTED
J. Mc C.

RECEIVED
JUN 29 1960
FOR FILING

agenda 4-a-1

June 28, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Westport-Clatskanie Section of the Columbia River Highway. I am attaching a map for your information.

A public hearing was held in Clatskanie May 5 on this routing, and a transcript of the hearing has been furnished you. No objections were raised at the hearing.

The over-all length of this survey is 8.86 miles, of which we propose to construct the easterly 5.97 miles at this time. A total of $[illegible] was allocated in Program 6, dated January 6, 1960, for this purpose. When this and the 2.89-mile section to the west are completed, this will close the gap between the Wauna-Westport and the Clatskanie-Delena Section.

I recommend your approval of this 8.86-mile survey and your authorization to purchase right of way.

This matter will be on the agenda for your consideration at the July 7-8 meeting.

Very truly yours,

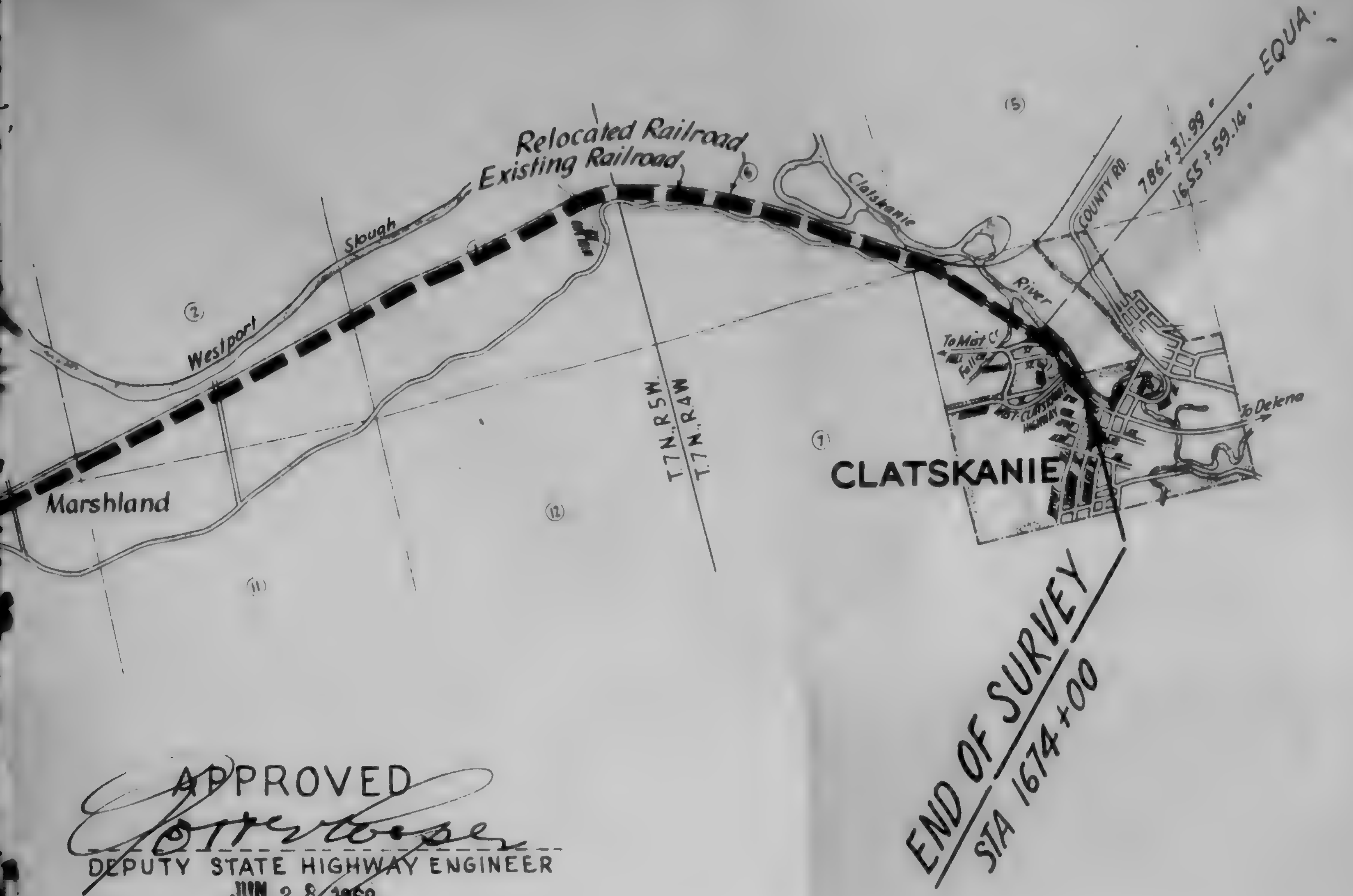
Forrest Cooper
Acting State Highway Engineer

ADO:db ms

Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright

1R-3-1277


Relocated Railroad
Existing Railroad
Westport Slough
Marshland
(2)
(5)
(7)
(11)
(12)
T.7N.,R.5W.
T.7N.,R.4W.
Clatskanie River
COUNTY RD.
786+31.99 = 1655+59.14 EQUA.
To Mist Cr.
Mist Falls
MIST-CLATSKANIE HIGHWAY
To Delena
CLATSKANIE
END OF SURVEY
STA 1674+00

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

JUN 28 1960

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WESTPORT - CLATSKANIE SECTION

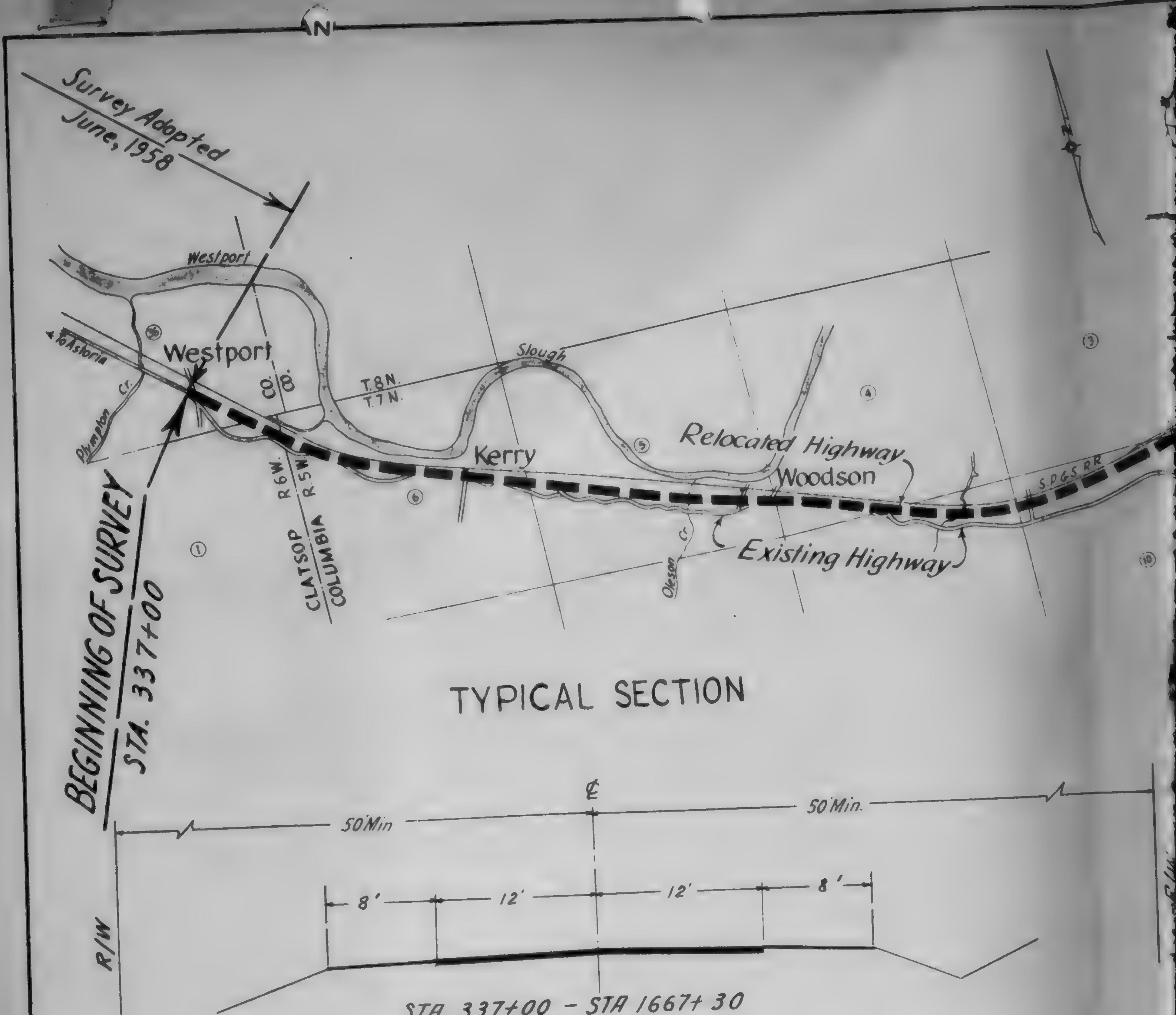
COLUMBIA RIVER HIGHWAY

COLUMBIA AND CLATSOP COUNTIES

Scale: 1" = 3000'   June, 1960

DRG. NO. 1R-3-1277

For details see Drg. No. 8B-18-18; June, 1960


N
Survey Adopted
June, 1958
Westport
To Astoria
Westport
Plympton Cr.
CO. 8
T.8N.
T.7N.
Slough
Kerry
Relocated Highway
Woodson
S.P.&S. RR
Existing Highway
Olsen Cr.
R.6W.
R.5W.
CLATSOP
COLUMBIA
BEGINNING OF SURVEY
STA. 337+00
①
③
④
⑤
⑥
⑩
TYPICAL SECTION
℄
50' Min
50' Min.
R/W
8'
12'
12'
8'
8'
12'
12'
2'
2'
12'
12'
8'

STA. 337+00 - STA 1667+30

STA. 1667+30 - STA. 1674+00

8.86 Mi.

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY.
[redacted]
CHIEF ENGINEER

IVED

FOR FILING

June 28, 1960

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

Reference is made to a recent meeting held in my office with your Division Engineer J. D. Walker, and Asst. Division Engineer R. D. Asburry, relative to the relocation of a mile or more of the S.P.& S. Railway immediately west of Clatskanie, Oregon, and the encroachment of the Highway Department on portions of S.P.& S. right of way between Clatskanie and Marshland.

The last time you were in my office I told you that I could probably furnish your office with my comments on this relocation in the near future. Due to the heavy amount of work now being handled in this office, I will be unable to furnish you with any information with regard to this project for at least the next 30 days. As you understand, after I have approved this relocation and encroachments concerned, this must be placed before our management for final approval before resubmitting to your office.

Very truly yours

H F Moy
Chief Engineer

HFM-o

RECEIVED
JUN 2 9 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED

R[illegible]D
2 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1960
FOR FILING

Cross Referenced To:
Adm
Petitions
[illegible]

May 31, 1960

Mr. H. F. Moy
Chief Engineer
S. P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Our Division Engineer, Mr. J. D. Walker, has had preliminary contact with you in regard to reconstruction of the Lower Columbia River Highway in the Westport-Clatskanie area.

The most economical plan would indicate the desirability of moving a portion of your railway, as shown on the plans furnished you by Mr. Walker. As requested in your letter of May 23, this letter shall be your authority to proceed with such preliminary investigation as is necessary to provide us with a sound estimate of cost for this move. When the move goes forward as planned, the item of preliminary engineering shall be included in the costs incurred by the S. P. & S. Railway.

Should, for some unforeseen reason through disaster or other cause, this project not go forward, this letter shall be your authority to bill the State Highway Commission in a direct billing for the expenses incurred.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
:fp Mr. J. D. Walker

FORM E-30 50M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1960

SUBJECT: Westport-Clatskanie Section
Lower Columbia River Highway

To:
Mr. Tom Edwards
Construction Engineer
Department

Herewith copy of a letter from Mr. H. F. Moy, Chief Engineer of the Spokane, Portland and Seattle Railway Company, requesting a letter from the department authorizing them to perform some preliminary engineering work regarding the moving of their facilities to accommodate the relocation of the subject section.

As this work should be done prior to an agreement with this company, would recommend that a letter be written by the proper authority to give them permission to perform this preliminary work at the expense of the Highway Department.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
MAY 27 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

FORM 1012

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

May 23, 1960

Mr. J. D. Walker
Division Engineer
Oregon State Highway Dept.
Salem, Oregon

RECEIVED
MAY [illegible]

Dear Sir:

Reference is made to a recent discussion had with you and your Mr. Asburry in my office on relocation of a section of the S.P.& S. Railway immediately west of Clatskanie due to changes to be made on the Lower Columbia River Highway from Clatskanie through to Westport; also to your letter of May 18, 1960, furnishing me a profile, sketch map, and letter of explanation by the Division Geologist on the data obtained from the probing in this area.

Before I can proceed with the review of the plans prepared by your office and the furnishing of estimates as requested at our meeting, I will need a letter from your office outlining the work to be done and stating that the State Highway Department will completely reimburse the S.P.& S. Railway for all costs involved in the relocation of our facilities. I am aware that an agreement will be prepared covering this entire matter, but until such time as the agreement is prepared I will have to have some indication from your office that preliminary work handled by my office will be completely reimbursable by the Oregon State Highway Department.

Very truly yours

Moy

HFM-o

Chief Engineer

2

RECEIVED
FEB -5 1960
FOR FILING

Cross Referenced To:
Adm.
Actions
General

February 4, 1960

Mr. W. Arthur Steele, Editor
Clatskanie Chief
Clatskanie, Oregon

Dear Mr. Steele:

This relates to your discussion with Mr. Gene Huntley on January 29 concerning the proposed improvement of the Westport-Clatskanie Section and the Linnton Section and is somewhat of a follow-up to our telephone conversation this morning.

As indicated, the Westport-Clatskanie Section is about 10 miles in length, and there is a total of $905,000 provided in the new program for grading, paving, and structures on this section. This amount will improve only part of the section, and it is hoped that it will accomplish about three to five miles of construction. The project will start at Clatskanie and extend westerly. It is hoped that construction can start later this year. Surveys, which are now being made, will have to be completed, railroad agreements reached, and right of way acquired before construction can be undertaken. We have not as yet progressed to a point where anything definite, such as a map showing the location, can be prepared.

The line is being established for the Linnton Section, but some details are not completed. It is possible that the purchase of right of way can be done this year. We have not yet cleared this project with the City of Portland; therefore, we cannot provide you with a map showing the newly located line at this time.

Your interest is appreciated, and if we can be of any further assistance please do not hesitate to contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

GH:srm FC:fn me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Gene Huntley

RECEIVED
MAR 1 1960
FOR FILING
[illegible]
[illegible]

STATE HIGHWAY COMMISSION MEETING

egation Parent Teacher Assn. and Parent Teacher Student Assn. of Clatskanie and Westport re improvement of Columbia River Hwy. between Clatskanie and Westport.

e Jan. 29, 1960

me 11:~~30~~ 40 a.m.

Name	City or Town	Capacity
rs. Kent Magruder	Clatskanie	Parent Teacher Assn.
Mrs.Forrest Humphrey	"	Parent Teachers Student Assn of Clatskanie
rs. Wm.Armstrong	"	PTA
rs.Eric~~k~~ Hofeld	Woodson	Wauna-Westport PTA , Pres.
Virginia Edwards	Clatskanie	Cltkanie PTA , Pres.
Miriam Nelson	"	" "
Mrs. Bob Ellis	"	" "
Mrs.Geo. Salmi	"	" PTSA
Mrs.Chas. Curtis	"	" "

11:30

RECEIVED
FORM E-30

F[illegible]
F301(2)
5777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1960

SUBJECT: Highway Commission Meeting
Friday, January 29th.

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to the delegation appearing at 11:30 A.M., Friday, January 29th, regarding improvement of the Columbia River Highway between Clatskanie and Westport.

In this regard, please be advised that we have a survey currently under way throughout this section and we are concentrating ~~it~~ at the present time at the Clatskanie end.

There will be an approximate 4 mile section of this survey turned into Salem about April 1 which should permit out acquisition of right of way beginning approximately June 1.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

agenda

LHY:fp

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

8

RECEIVED
JAN 11 1960
FOR FILING

E-2216

5177

Cross Referenced To:
Adm
Petitions
Gen

January 14, 1960

Rev. Paul Roper
Community Church of Westport
Westport, Oregon

Dear Rev. Roper:

This is to acknowledge receipt of a supplementary petition, signed by 56 persons, requesting that Highway 30 be rebuilt between Westport and Clatskanie. Your letter states that the 56 signatures were unintentionally omitted when the original petition containing some 551 signatures was sent in previously.

This information is being forwarded to the members of the State Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj

cc: Commission
W. C. Williams

[illegible]

REV. PAUL ROPER

Milo K. Mc Ivor. Chairman
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

Under separate cover some months ago 551 signatures were sent in concerning a Petition by residents or users of this Highway 30 area.

By mistake, it was not learned until yesterday, that the enclosed 56 signatures had unintentionally been overlooked. Therefore I am at once sending them to be included if they can be, with the sheets forwarded earlier.

Thanking you sincerely for all that has been done to improve our local situation,

Cordially,

Rev. Paul Roper.

Rev. Paul Roper.

WE, THE UNDERSIGNED DO HEREBY PETITION THE OREGON STATE HIGHWAY COMMISSION TO RE-BUILD HIGHWAY 30 BETWEEN WESTPORT AND CLATSKANIE AS SOON AS POSSIBLE TO MAKE IT SAFE FOR OUR CHILDREN TO TRAVEL BY SCHOOL BUS TO THEIR RESPECTIVE SCHOOLS. ITS NARROW WIDTH, CROOKEDNESS, LACK OF SHOULDERS IN MANY PLACES, SLIDES AND FALLING ROCKS MAKE IT A HAZARD TO THE PUBLIC SAFETY AND THE SAFETY OF OUR CHILDREN WHO MUST TRAVEL IT TWICE DAILY.

INASMUCH AS RAINIER HAS TWO ROADS AND OUR DISTRICT ONLY ONE, WE THEREFORE THINK OUR NEEDS SHOULD TAKE PRIORITY IN PROGRAMMING.

This petition sponsored by the Wauna-Westport Parent-Teacher Association, Westport, Oregon

NAME	ADDRESS
Harvey T. Williams	269 SW 8th Beaverton Ore
Dorothy L. Gann	Box 123 Wauna Ore
Charles F. Gann	Box 123 Wauna Ore
Nettie Condit	Westport Ore.

WE, THE UNDERSIGNED DO HEREBY PETITION THE OREGON STATE HIGHWAY COMMISSION TO RE-BUILD HIGHWAY 30 BETWEEN WESTPORT AND CLATSKANIE AS SOON AS POSSIBLE TO MAKE IT SAFE FOR OUR CHILDREN TO TRAVEL BY SCHOOL BUS TO THEIR RESPECTIVE SCHOOLS. ITS NARROW WIDTH, CROOKEDNESS, LACK OF SHOULDERS IN MANY PLACES, SLIDES AND FALLING ROCKS MAKE IT A HAZARD TO THE PUBLIC SAFETY AND THE SAFETY OF OUR CHILDREN WHO MUST TRAVEL IT TWICE DAILY.

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This petition sponsored by the Wauna-Westport Parent-Teacher Association, Westport, Oregon

NAME	ADDRESS
Anthony J Brugato	2043 S.E. [illegible] Portland, Ore.
Claude G. Montgomery	P.O. Box 192, Westport, Ore.
Floyd R Wood	1264 4th Astoria, Ore
William R. Macken	Rt. #2 Clatskanie, Ore.
Fred Krahenbuhl	Westport Oreg.
Minnie O. Robinson	Westport Oreg.
Carroll Pritchard	Rainier, Oreg.
Mrs James Galvin	Scappoose Ore
Chuck Peck	Westport Ore.
Clarence E. Hansen	Westport Oregon
Kathleen Hall	Westport, Oregon
Wm. C. [illegible]	Clatskanie Oregon
Mrs. Charles [illegible]	Wauna, Oregon
[illegible]	Westport Ore.
T. Solberg	Clatskanie, Ore.
James C Cox	Clatskanie Ore
C. Myron Knight	Westport Ore.
Firman [illegible]	Westport Ore.
W.C. Tomlinson	Westport Ore.
Jan [illegible]	Westport, Ore.
Dolores Lindtten	Westport, Oregon
Walter Lindtten	Westport Oregon
[illegible]	[illegible]

INASMUCH AS RAINIER HAS TWO ROADS AND OUR DISTRICT ONLY ONE, WE THEREFORE THINK OUR NEEDS SHOULD TAKE PRIORITY IN PROGRAMMING.

This petition sponsored by the Wauna-Westport Parent-Teacher Association, Westport, Oregon

NAME	ADDRESS
Anthony J. Bungate	2043 S.E. [illegible] Portland, Ore.
Claude G. Montgomery	P.O. Box 192, Westport, Ore.
Floyd R. Wood	1269 4th Astoria, Ore
William B. Martin	Rt #2 Clatskanie, Ore.
Fred Krahenbuhl	Westport Oreg.
Minnie O. Robinson	Westport Oreg.
Carroll Pritchard	Rainier, Oreg.
Mr James Galvin	Scappoose Or
Chuck Jack	Westport Ore.
Clarence E. Hanson	Westport Oregon
Kathleen Hall	Westport, Oregon
Wm C. Barr C.C.	Clatskanie Oregon
Mrs. Charles [illegible]	Wauna Oregon
[illegible]	W[illegible]
T. Solberg	Clatskanie, Ore.
James C Cox	Clatskanie Ore
C. Myron Wright	Westport [illegible]
[illegible]	[illegible]
W.C. Tomlinson	Westport Ore.
Jan Kaufman	Westport, Ore.
Dolores Lindten	Westport, Oregon
Walter Lindten	Westport Oregon
J. E. Bostic	Sandy Ore
Albany Sanditor	Westport, Oregon
J. J. Thomas	McMinnville, Ore
Frank A. Huntley	Clatskanie Ore.

WE, THE UNDERSIGNED DO HEREBY PETITION THE OREGON STATE HIGHWAY COMMISSION TO RE-BUILD HIGHWAY 30 BETWEEN WESTPORT AND CLATSKANIE AS SOON AS POSSIBLE TO MAKE IT SAFE FOR OUR CHILDREN TO TRAVEL BY SCHOOL BUS TO THEIR RESPECTIVE SCHOOLS. ITS NARROW WIDTH, CROOKEDNESS, LACK OF SHOULDERS IN MANY PLACES, SLIDES AND FALLING ROCKS MAKE IT A HAZARD TO THE PUBLIC SAFETY AND THE SAFETY OF OUR CHILDREN WHO MUST TRAVEL IT TWICE DAILY.

INASMUCH AS RAINIER HAS TWO ROADS AND OUR DISTRICT ONLY ONE, WE THEREFORE THINK OUR NEEDS SHOULD TAKE PRIORITY IN PROGRAMMING.

This petition sponsored by the Wauna-Westport Parent-Teacher Association, Westport, Oregon

NAME	ADDRESS
Reynold Rulli	Westport, Ore
Ernest J. Wilson	" "
J. Walters	Westport, Oregon
H. M. Walters	" "
Eva M. Wright	Westport, Oreg.
Peter D. [illegible]	Westport Oreg
John [illegible]	Westport Oreg
Vera Jogtich	Westport Ore
Mike Jogtich	" "
Albert [illegible]	" "
Mrs G. W. Long	Westport, Ore.
Norma J. Rulli	Westport Oregon
Blanche M. Scott	Westport Oregon
Mike Garyalos	Wauna Oregon
Erling Flato	Westport Ore.
Leslie M. DeSandi	Westport Ore
Georgia Akin	Westport. Ore
Elise Enge	Westport Ore
Emma Wilson	" "
Jeanette Knight	Wauna Oregon
Elizabeth Hall	" "
[illegible]	Westport, Oregon

This petition sponsored by the Wauna-Westport Parent-Teacher Association, Westport, Oregon

NAME	ADDRESS
Reynold Rulli	Westport, Ore
Ernest J. Wilson	" "
J. Walters	Westport, Oregon
H. M. Walters	" "
Eva M. Wright	Westport, Oreg
Peter [illegible]	Westport Oreg
John [illegible]	Westport, Oreg
[illegible] Jagtich	Westport Ore
Mike Jagtich	" "
Albert [illegible]	" "
Mrs G W Lung	Westport, Ore.
Norma J. Rulli	Westport Oregon
Blanche M. Scott	Westport Oregon.
Mike Garufalos	Wauna Oregon
Erling [illegible]	Westport Ore.
Leslie M. [illegible]	Westport Ore
Georgia Akin	Westport. Ore.
Elise Enge	Westport Ore
Emma Wilson	" "
Jeanette Trigg	Wauna Oregon
Elizabeth Hall	" "
Arthur W. Twom	Westport Oregon
Katherine Swint	Westport, oregon
Millard F. Kilso	Westport Ore.
Clyde Butler	Westport ore
[illegible]	Westport, Oregon

RECEIVED
JAN -5 1960
FOR FILING

January 4, 1960

Clatskanie Union High School
Clatskanie
Oregon

Gentlemen:

I write this in reply to your letter of December 19 in which you comment on Highway 30 west of Clatskanie.

The Highway Commission is highly cognizant of the deficiencies on Lower 30 and has, for several years, been making allocations from the limited funds available for improvement.

You are no doubt aware of the work in the vicinity of Big Creek, Bugby Loops, Wauna-Westport in the Goble area, and other sections. There is no doubt that additional improvements are necessary and the section westerly of Clatskanie is one of them. Recognizing the need for improvement, a survey is being made on this section, as you doubtless know, so that when funds are available the work can be programmed. The Commission is well aware of the need of the improvement to which you refer and I know serious consideration will be given to it when allocating funds for construction projects.

I appreciate your interest in this matter and I assure you that the Highway Commission wishes to improve the highway system of Oregon as rapidly as funds will permit.

Very truly yours,

s

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn ae

CLATSKANIE UNION HIGH SCHOOL

School District No. U. H. 5

CLATSKANIE, OREGON

BOARD OF DIRECTORS

MRS. HELEN JOLMA, CHAIRMAN
DEVERE F. ALLEN
E. H. CONDIT
GEORGE GARDINIER
CARL SIMIANER

R. J. PASCOE, CLERK
W. F. HARCOMBE, PRINCIPAL

December 19, 1959

Oregon State Highway Department
State of Oregon
Salem, Oregon

Gentlemene:

By recorded action of the Board of Directors of Union High School District No. 5, Clatskanie, this letter is being written to urge that your department take action to repair and otherwise reduce the hazard that exists on Highway 30 west of Clatskanie where numerous slides have occurred in the past.

School buses travel the highway between here and Westport twice each school day, and it is our feeling that we would be remiss in our duties if we do not remonstrate against a condition that is constantly dangerous. To date no serious accidents or fatalities have occurred, but the possibility of same is there at all times, and it is our firm belief that the time to correct a dangerous situation is before something of the kind happens, not afterward.

Will appreciate hearing your plans.

Very truly yours,

UNION HIGH SCHOOL
DISTRICT NO. 5
CLATSKANIE, OREGON

By Helen V. Jolma
Chairman

Wm F Harcombe
Principal

R. J. Pascoe
Clerk

RECEIVED
DEC 30 1959

RECEIVED
NOV 20 1959
FOR FILING
[illegible]
[illegible]

Cross Referenced To:
[illegible]

November 20, 1959

Mrs. Prosper Brajcich
Route 2, Box 90C
Clatskanie, Oregon

Dear Mrs. Brajcich:

Your letter of November 9 addressed to Mr. M. K. McIver, Chairman of the State Highway Commission, has been referred to me for reply.

In your letter you call attention to the need for a safer road between Westport and Clatskanie. You may be assured that the Commission is cognizant of the condition of this section of road; however, there are no funds available for improvement at this time. It is planned to start a survey on this section in the near future, and consideration will be given to improvement when the next construction program is formulated.

I am sure you realize that there are many demands for improvement of highways over the entire state, and there simply are not enough funds available to effect all these improvements at one time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

Nov 9, 1959
Rt. 2 Box 90C
Clatskanie, Oreg.

Milo K. McIver
Oregon State Hwy. Comm.

Dear Mr. McIver.

I am writing about having a new highway built between Westport and Clatskanie. I live at Taylorville, Oregon. but do shop and visit in Clatskanie. I dread driving there, especially the last few miles, it is so narrow. And I know what a worry it will be when my 3 school children have to attend Clat. High

School unless they have a safer road to travel.

I surely hope that the next new road to be built will be the stretch between Westport and Clatskanie.

Sincerely
Mrs. Prosper Brajeia

RECEIVED
NOV 20 1959
FOR FILING
F-[illegible]
5777

November 20, 1959

Mrs. Eugene Field Bowman
Box 75
Westport, Oregon

Dear Mrs. Bowman:

Your letter of November 12 addressed to Mr. M. K. McIver, Chairman of the State Highway Commission, has been referred to me for reply.

In your letter you call attention to the need for a safer road between Westport and Clatskanie. You may be assured that the Commission is cognizant of the condition of this section of road however, there are no funds available for improvement at this time. It is planned to start a survey on this section in the near future, and consideration will be given to improvement when the next construction program is formulated.

I am sure you realize that there are many demands for improvement of highways over the entire state, and there simply are not enough funds available to effect all these improvements at one time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

MRS. EUGENE FIELD BOWMAN
BOX 75
WESTPORT, OREGON

Nov. 12, 1959

Mr. Milo K. McIver,
Oregon State Highway Com.
Salem, Oregon

Survey ~~being~~ will be started soon

a

Dear Sir:-

This is a letter to inform you that we who live on highway 30 realize the urgent need of a safer road between Westport and Clatskanie. It is very narrow in places, with a fence on one side and a high bank on the other, not at all a safe highway for school buses.

Thank you for your consideration. Yours sincerely, May Bowman

9

RECEIVED
V 17 1959
FOR FILING

F-221 (10)

[illegible]

November 17, 1959

Mrs. S. H. Hoglund
Box 63
Westport, Oregon

Dear Mrs. Hoglund:

Receipt is acknowledged of your letter of November 15, in which you respectfully request improvement of Highway 30 between Westport and Clatskanie.

The State Highway Commission is cognizant of the need for improving this road and has already ordered a detailed survey to be made, which has been started by a survey crew stationed in Clatskanie. I am unable to tell you when funds may be apportioned to start actual construction, but it is hoped that a start can be made in the next year or so.

Very truly yours,

W. C. Williams
State Highway Engineer

[redacted]

cc Mr. Forrest Cooper

NOTED
W. C. WILLIAMS

Dear Sirs: Mar. 15, 1959

I am one of many mothers, who have children riding over the highway between Westport & Clatskanie. I have 1 dawghter in high school know and another one who will be soon.

This stretch of road is dangerous in Winter time and causes us mothers some great conseern at times.

I would like very much to see a new road made and a safer one.

I've lived hear at Westport for 35 years so would like to see an ~~adational~~ additional stretch of road, looking as nice on the other side of Westport.

Thank you very much.

Mrs S. H. Hoglund
Westport, Ore. Box 63

RECEIVED
[illegible] 1, 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1959
FOR FILING
[illegible]

[illegible]

Cross Referenced To:
[illegible]
Petitions
"
[illegible]

November 16, 1959

WCW's noted copy

Rev. Paul Roper
The Community Church in Westport
Westport, Oregon

Dear Reverend Roper:

This is to acknowledge a petition submitted by yourself containing the signatures of 551 people requesting improvement of the Columbia River Highway between Westport and Clatskanie. The petition contains the following statement:

> We, the undersigned do hereby petition the Oregon State Highway Commission to re-build Highway 30 between Westport and Clatskanie as soon as possible to make it safe for our children to travel by school bus to their respective schools. Its narrow width, crookedness, lack of shoulders in many places, slides and falling rocks make it a hazard to the public safety and the safety of our children who must travel it twice daily.
>
> Inasmuch as Rainier has two roads and our district only one, we therefore think our needs should take priority in programming.
>
> This petition sponsored by the Wauna-Westport
> Parent-Teacher Association, Westport, Oregon

Copies of this letter are being sent to the members of the Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Commission
W. C. Williams

The Community Church in Westport
WESTPORT, OREGON
Paul Roper, Minister

November 12, 1959

Milo K. Mc Iver. Chairman
Oregon State Highway Commission
Salem, Oregon.

Dear Sir;

Enclosed in this large envelope are 551 signatures from people using our local Highway 30 between Westport and Clatskanie, requesting that all possible expeditation be given to this greatly needed improvement.

As the driver of a School Bus on this road I can testify to that which you must know, that betterment is needed.

Respectfully submitted, and with sincere appreciation of the wonderful improvements already completed in this area.

Yours truly,

Paul Roper

Westport, Oregon.

551 Signatures

WE, THE UNDERSIGNED DO HEREBY PETITION THE OREGON STATE HIGHWAY COMMISSION TO RE-BUILD HIGHWAY 30 BETWEEN WESTPORT AND CLATSKANIE AS SOON AS POSSIBLE TO MAKE IT SAFE FOR OUR CHILDREN TO TRAVEL BY SCHOOL BUS TO THEIR RESPECTIVE SCHOOLS. ITS NARROW WIDTH, CROOKEDNESS, LACK OF SHOULDERS IN MANY PLACES, SLIDES AND FALLING ROCKS MAKE IT A HAZARD TO THE PUBLIC SAFETY AND THE SAFETY OF OUR CHILDREN WHO MUST TRAVEL IT TWICE DAILY.

INASMUCH AS RAINIER HAS TWO ROADS AND OUR DISTRICT ONLY ONE, WE THEREFORE THINK OUR NEEDS SHOULD TAKE PRIORITY IN PROGRAMMING.

This petition sponsored by the Wauna-Westport Parent-Teacher
Association, Westport, Oregon

NAME	ADDRESS
Eleanor V. McGeary	Marshland, Ore
Richard Meriak	Box 264, Clatskanie, Ore
M Alice Escola	Rt2. Clatskanie Ore.

RECEIVED
1959
FOR FILING

NOTED
W. C. WILLIAMS

ADDENDUM "A" to LOCATION PROSPECTUS
WESTPORT-CLATSKANIE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CLATSOP and COLUMBIA COUNTIES

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change the fourth sentence to read -- "The typical section will consist of a 24-foot traveled way with 8-foot treated (0-11 mod.) shoulders".

Paragraphs 5 through 10: Correct as per original prospectus.

October 27, 1959

Attachment: Correct as per original prospectus.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
H. Scott Coulter
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED

10-16-59

W. C. WILL

LOCATION PROSPECTUS
WESTPORT-CLATSKANIE SECTION
LOWER COLUMBIA RIVER HIGHWAY
CLATSOP and COLUMBIA COUNTIES

The following prospectus is submitted concerning the above mentioned section of the Lower Columbia River Highway which is a State Primary facility on the Federal Aid Primary System. The westerly terminus is at Station 337+00 (M.P. 70.9) which station is just westerly of Dave West Creek. The easterly terminus is at Station 1663+00 (M.P. 61.7) which station is near the west city limits of Clatskanie. The proposed location will connect the recently completed Wauna-Westport Section and the Clatskanie-Delena Section. The overall length of the project will be 8.95 miles.

This will be a location survey to prepare plans, specifications and estimates for reconstruction on revised alignment. The city of Clatskanie is at the easterly end of the project.

The general route was laid by J. D. Walker. Reconnaissance was made by F. D. Morgan in 1950. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The 1958 ADT is 1,200 and the projected 1978 ADT is 2,400. The maximum grade will be 2.5% and the maximum curvature will be 3°. Traffic and alignment warrant a Class "B"-70 highway. The typical section will consist of a 24-foot traveled way with 10-foot treated (0-11 mod.) shoulders. The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	A.C.
Top Course, Base	2"	3/4"-0 Crushed
Bottom Course Base	17"	Coarse Crushed
Total	22½"	

(Base design subject to change upon completion of soils investigation.)

Rise and fall and central angle data are as follows:

Existing Rise and Fall	480'	Central Angle			2535°
Proposed " " "	110'	"	"		121°
Reduction " " "	370'	"	"		2414°

State standards will be exceeded by use of 12-foot lanes rather than 11-foot lanes as specified for Class "B" highways.

This will be an arterial highway with control of access. There are no interchanges or railroad crossings. Five small structures will be required to bridge streams along the route and a 170-foot swing type bridge will be required to cross Fall Creek near the west city limits of Clatskanie.

Material is available from local commercial and State-controlled sources.

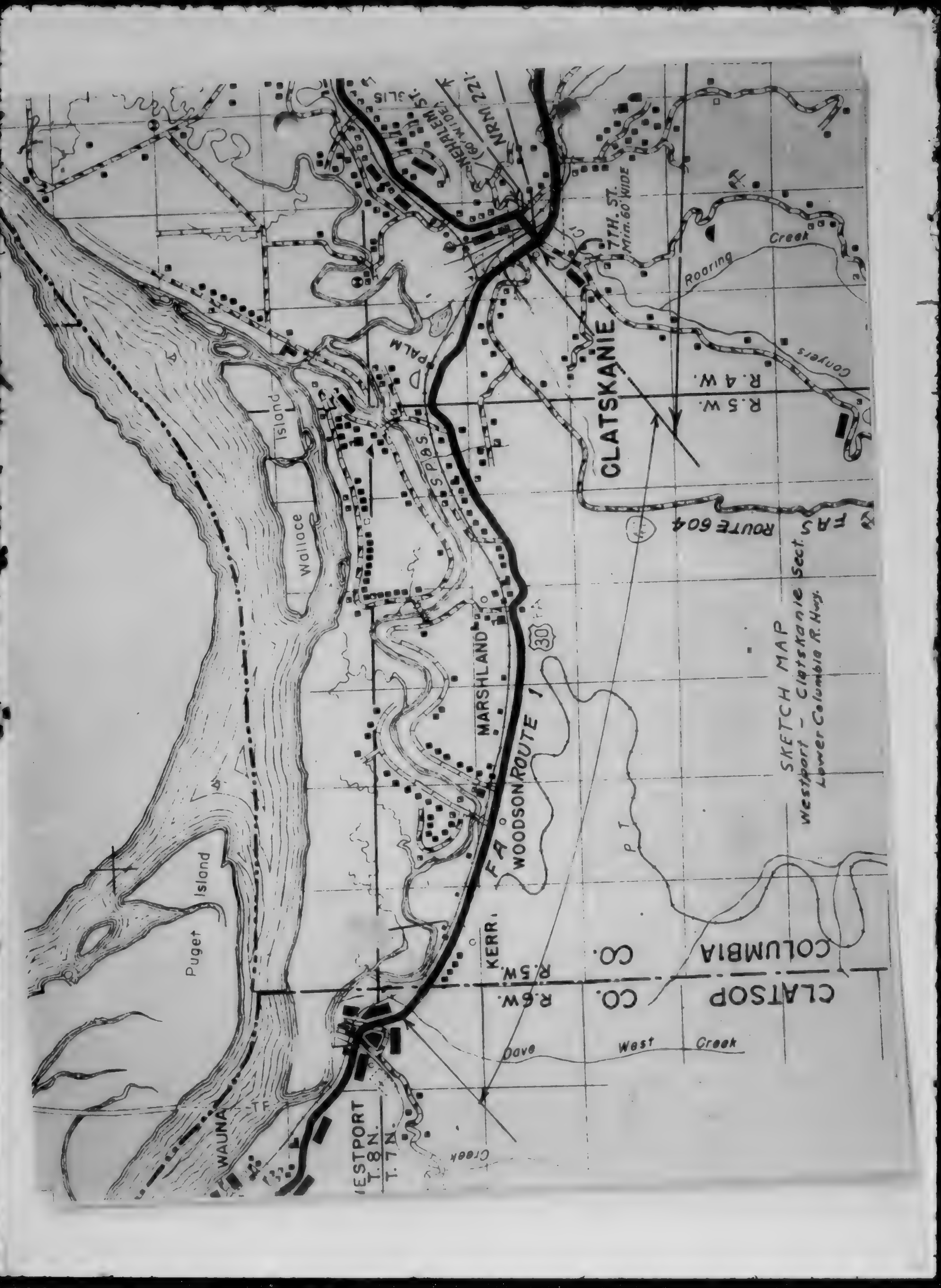
Agreements with the County will be necessary concerning the disposition of the bypassed portions of the existing facility.

There are no State parks or roadside rest areas affected by the project.

October 16, 1959

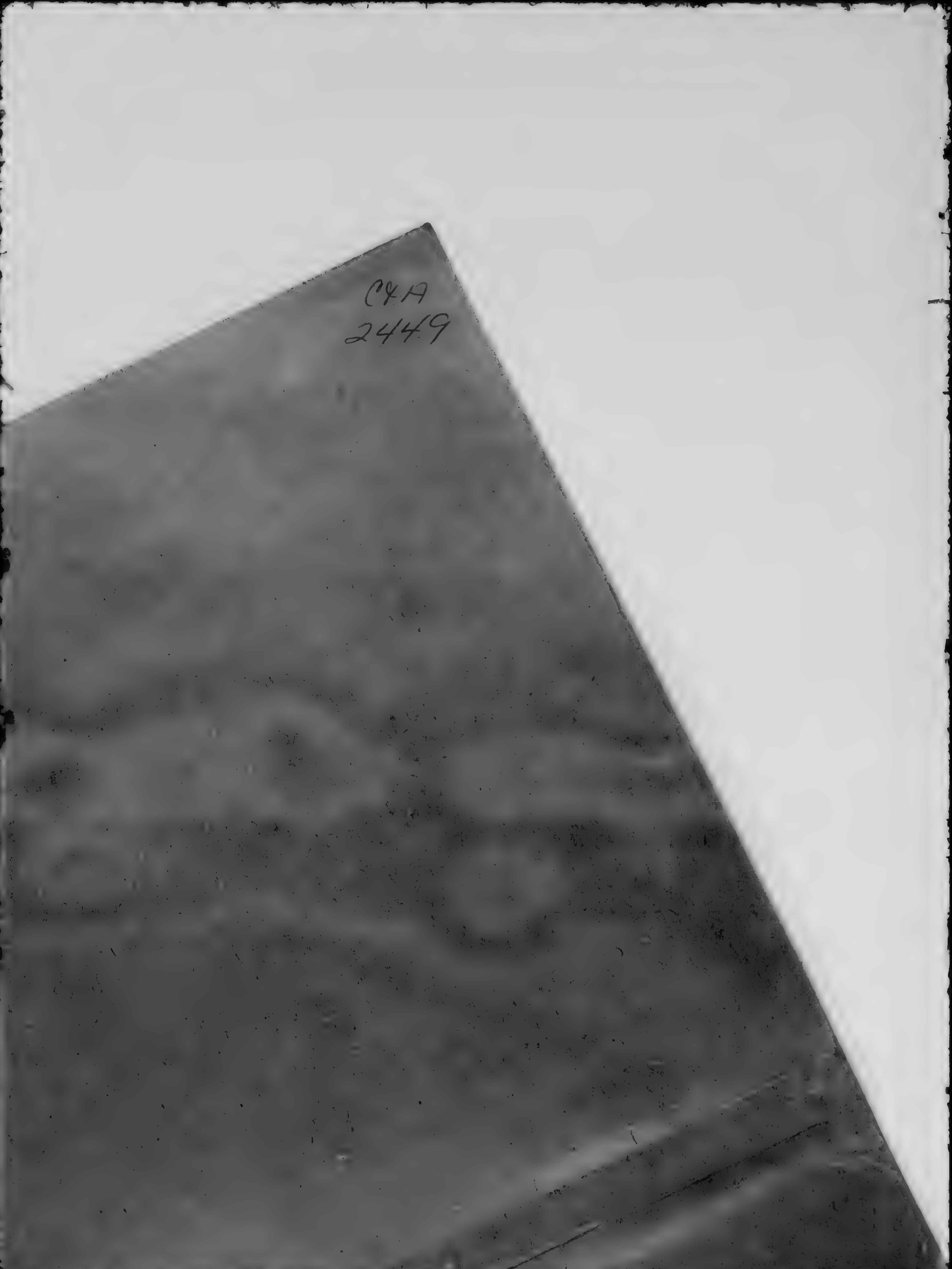
Attachment

CC W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
H. Scott Coulter
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright


SKETCH MAP
Westport - Clatskanie Sect.
Lower Columbia R. Hwy.
CLATSKANIE
7TH. ST.
Min. 60' WIDE
NEHALEM ST.
(60' WIDE)
NRM 221
PALM
SP&S
MARSHLAND
WOODSON
ROUTE 1
FA
30
KERR
R.5W.
R.6W.
R.4W.
CLATSOP
CO.
COLUMBIA
CO.
FAS ROUTE 604
Rooring Creek
Conyers
P T
Dave West Creek
WESTPORT
T.8N.
T.7N.
Creek
WAUNA
Puget Island
Wallace Island

8-297(6) Commercial St.-Woolridge St. 1961
(Empire) Sec., Cape Arago Hwy.

+6000


C&A
2449

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

June 26, 1963

Mrs. Helen C. Bennett
City Recorder
City Hall
Empire, Oregon

NOTED
R. H. PRANGE

NOTED
V R. JONES

Dear Mrs. Bennett:

In answer to your telephone call of June 25, advise as follows:

In the agreement, dated October 20, ~~1962~~ 1961, between the city and state, paragraph 2 under General Provisions provides that City shall deposit with the State the sum of $17,925 or an amount equal to 25% of the bid on said project accepted by State, whichever figure is less.

On October 20, the City was sent a letter advising that the low bid was $80,207.44 and as 25% of this figure was greater than $17,925, the City chose to pay the sum of $17,925 which was accepted by the State.

Therefore, the deposit of $17,925 was the final payment and no further charges or credits will be made to the City.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

HCA:eb

June 17, 1963

NOTED
DON HARWELL

Eason & Hedges
Attorneys at Law
652 Newmark Avenue
P. O. Box 295
Empire, Oregon

Attention: Mr. William A. Hedges

Dear Sir:

In reply to your letter of June 12 wherein you refer to a highway improvement assessment, please be advised that these assessments are levied by the City of Empire and therefore such information must be obtained through the city officials.

Assessments to which you refer will be made for the Commercial Street-Woolridge Street project on Cape Arago Highway No. 240, Contract #6000, which project was completed 8/29/62. The City of Empire agreed to payment of 25% of the cost of this project or $17,925 - whichever was the least amount - and the flat sum of $17,925 was the option chosen. The city made payment of the stipulated amount so all terms of the agreement have been fulfilled, it being no concern to the highway department in what manner the city collects such monies.

I trust the foregoing explanation proves satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm

NOTED
Ha[illegible] C. Ayers

EASON & HEDGES
ATTORNEYS AT LAW
652 NEWMARK AVENUE
POST OFFICE BOX 295
EMPIRE, OREGON

FRED P. EASON
WM. A. HEDGES

TELEPHONE 888-3987
RES. 267-7704

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
JUN 14 1963
ENGINEER
COUNTY & CITY DIVISION

June 12, 1963

Mr. H. F. Cox
County and City Relations Division
State Highway Department of Oregon
Salem 10, Oregon

Re: State Highway Department Improvement Assessments on property
located at 982 Newmark Avenue, Empire, Oregon.
Also known as Lots 14 and 15, Block 29, First Addition to Empire, Oregon.

Dear Mr. Cox;

I understand that the above described property, to which legal title is in the name of Leo E. and Martha L. Waterman, is incumbered by highway improvement assessments which have not yet been levied.

I represent persons purchasing this property from the Waterman's who are interested in financing construction upon these promises and for which they will first have to clear its title, including your department's assessment. Would you please advise me the amount of the assessment and when it will be levied. If possible we would like to pay the amount of the assessment even though the levy thereof will not be made for some time and so will appreciate your form of release to that effect.

Very truly yours,

EASON & HEDGES

By: William A. Hedges
William A. Hedges

NOTED
R. H. PRANGE

WAH:mh

RECEIVED
DEC 28 1962
FOR

6000

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

RE: Completion Erosion Control Work
Commercial St.-Woolridge St. Section
Cape Arago Highway
Contract #6000
FAP S-207(6)

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated May 17, 1962 was completed September 19, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

HH:ls

cc: Doug Parkes
Landscape
Construction
L. R. Chandler

RECEIVED
OCT 10 1962
FOR FILING

[illegible]
6000

October 10, 1962

General Insurance Co., of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 14, 1962, you were notified of the release of final payment on contract #6000, awarded to Bay Pavers, Inc., for grading-paving Commercial St.-Woolridge St. Section (Empire) on the Cape Arago Secondary Highway in Coos County.

Final payment on this contract is $2,076.81 and the total contract amount is $69,123.34, including $299.74 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

RECEIVED
OCT 1 1962
FOR FILING

6000

September 28 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #6000 for grading-paving Commercial St.-Woolridge St. (Empire) Section of the Cape Arago Secondary Highway in Coos County will be released to the contractor, Bay Pavers, Inc., on or after October 5, 1962.

This payment will be in the amount of $968.20 and reduces the retained percentage to $2,073.60.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

S-207(6)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 21, 19 62

Section Commercial St. - Woolridge St. (Empire)

Kind of work Grading & Paving

Highway Cape Arago County Coos

Section prefix 106-1096

Contractor Bay Pavers, Inc.

Contract number 6000

Date of contract October 26, 19 61

Specified work days 75

Date work started November 9, 19 61

Work days used 75

Project authorization $ 80,207.44

Exclusive of engineering $ 74,503.80

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering $ 69,823.77

Estimated per cent ~~overrun~~ or underrun 0.35 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,703.64

Engineering cost to date $ 10,104.03, 177 %

Date project was completed August 29, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final Estimate submitted to Division Office on September 21, 1962.

CONSTRUCTION DIVISION
RECEIVED
SEP 2[illegible] 1962
NOTED ☐ ☐ ☐ ☐ ☐
CUE

Signed James E. Chaney
James E. Chaney, Resident Engineer
Address P. O. Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0.31
Miles partially completed	0.31	0.31			0.31
Miles completed	0.31	0.31			0.31
Total estimated quantities (contract)	8,630 C.Y.	3,080 C.Y.			2,100 Tons
Total quantities corrected to date	8,125 C.Y.	3,536 C.Y.			2,178 Tons
Estimated quantities moved or placed to date	8,125 C.Y.	3,536 C.Y.			2,178 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Partly Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
SEP 24 1962
FOR FILING

6000

September 19, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Release of $17,650.65 on contract #6000 on or after September 26, 1962, will be made to Bay Pavers, Inc., for grading-paving the Commercial St.-Woolridge St. Section (Empire) on the Cape Arago Secondary Highway in Coos County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,043.66.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

RECEIVED
SEP 17 1962
FOR FILING

6000

September 14, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6000 awarded to Bay Pavers, Inc., for grading-paving the Commercial St.-Woolridge St. Section (Empire) in Coos County, was completed August 29, 1962, and was accepted by the Highway Commission on September 13, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before September 21, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Mead, Assistant Secretary

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

cc: R. L. Porter
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
SEP 14 1962
FOR FILING

6000

September 13, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 29 on Contract 6000. The contract was with Bay Pavers, Inc., and was for grading and paving on the Commercial Street-Woolridge Street (Empire) Section of the Cape Arago Highway in Coos County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 13, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw ms

RECEIVED
SEP 5 1962
FOR FILING

6

September 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1962, on Contract No. 5000, Commercial Street-Woolridge Street (Empire) Section, in Coos County, in connection with Federal-Aid Project No. S-207(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr

cc: H. S. Cox

FORM 2-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: State Force Orders No. 2 and 3
City of Empire Utilities
Commercial St.-Woolridge St.
Contract No. 6000

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

We are returning to you unapproved your proposed State Force Orders 2 and 3, under which the City of Empire is to be reimbursed for adjustment of their water and sewer lines.

There is no identification on the estimate as to who made the estimate. It is required that either the estimate or its letter of transmittal be on letterhead stationery and include the signature and title of the person submitting the estimate. There is no sketch map for either estimate. The estimate for the sewer work shows no details or breakdown to show how the estimated amount was arrived at.

Please correct the deficiencies noted above and resubmit the work orders.

F. D. Morgan
Construction Engineer

By CHBaker
C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

Attach.

cc H. S. Cox

RECEIVED
MAY 28 1962
FOR FILING

[illegible]

6000

May 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Commercial St.-Woolridge St. (Empire) Section of the Cape Arago Highway in Coos County, Contract No. 6000, in connection with Federal Aid Project No. S-207(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work. The amount is too small to be done economically by contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $100.00, with Federal participation of $60.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FORM 5-123
NOV 10 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6000

November 10, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

> Contract #6000, awarded October 26, 1961, to Bay Pavers, Inc., for grading-paving the Commercial St.-Woolridge St. (Empire) of the Cape Arago Secondary Highway in Coos County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
NOV 10 1961
FOR FILING

- 287

Gove

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 10, 1961

Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6000, awarded October 26, 1961, for grading-paving the Commercial St. - Woolridge St. Section (Empire) of the Cape Arago Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
1961
FOR [illegible]

11-[illegible]-61

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 11-40	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Coos
		PROJECT NO. S-207(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Commercial St. to Wooldridge St.
(Empire)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-61	0.3
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 78,359.00	$ 49,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By:R. C. Wright, Administrative Mgr.

Date executed by Division Engineer November 7, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

November 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Commercial Street-Woolridge Street (Empire) Section, Project No. S-207(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

October 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Commercial Street-Woolridge Street (Empire) Section, Project No. S-207(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-207(6)

COMMERCIAL STREET-WOOLRIDGE STREET (EMPIRE)

SECTION OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 30, 1961

Type Code 6201
Roadway (Sta. 600+32 to Sta. 616+50) (Contract No. 6110)

Clearing and Grubbing	All	Required		$ 2,500.00
Removal of Curbs and Gutters	480	lin. ft.	$ 0.85	408.00
Removal of Walks and Driveways	670	sq. yds.	1.00	670.00
Drainage Excavation, Unclassified	790	cu. yds.	3.25	2,567.50
Structural Excavation, Unclassified	15	cu. yds.	4.00	60.00
General Excavation, Unclassified	8,630	cu. yds.	0.95	8,198.50
Finishing Roadbed and Slopes	0.31	miles	1,600.00	496.00
Rounding Cutbanks	340	lin. ft.	0.25	85.00
18-inch Corrugated Metal Pipe	22	lin. ft.	4.50	99.00
12-inch Concrete Pipe	110	lin. ft.	2.75	302.50
8-inch Concrete Sewer Pipe	670	lin. ft.	2.20	1,474.00
12-inch Concrete Sewer Pipe	360	lin. ft.	2.50	900.00
24-inch Concrete Sewer Pipe	100	lin. ft.	4.75	475.00
30-inch Concrete Sewer Pipe	360	lin. ft.	9.00	3,240.00
Concrete Manholes	3	only	275.00	825.00
Special Concrete Manholes	2	only	300.00	600.00
Concrete Inlets - Type "CG-1"	12	only	120.00	1,440.00
Adjustment of Manholes	8	only	35.00	280.00
Adjustment of Catch Basins	1	only	35.00	35.00
Class "A" Concrete in Walls	11	cu. yds.	75.00	825.00
Metal Reinforcement in Walls	780	lbs.	0.20	156.00
Concrete Curbs	80	cu. yds.	50.00	4,000.00
Concrete Driveways	640	sq. yds.	5.00	3,200.00
Concrete Walks	120	sq. yds.	4.50	540.00
Coarse Crushed Material in Base	2,500	cu. yds.	4.30	10,750.00
3/4" - 0 Material in Base	580	cu. yds.	4.60	2,668.00
Sprinkling	70	M-gals.	4.00	280.00
Preparation of Base	0.31	Miles	1,600.00	496.00
3/4" - 0 Material in Binder Course	55	cu. yds.	8.00	440.00
RS-2 Asphalt	12	tons	75.00	900.00
Class "B" Asphaltic Concrete	2,100	tons	9.75	20,475.00
				$ 69,385.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,250.00
Signing	All	Required		600.00
				$ 1,850.00
	Subtotal			$ 71,235.50
	10% Engr. & Cont.			7,123.50
	Total			$ 78,359.00

Length of Roadway	0.307 Mile
Cost of Roadway Per Mile	$25,524.04

Federal Funds	$ 49,000.00
State Funds	9,770.00
City Funds (25%)	19,589.00
	$ 78,359.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

MISC. CONTRACTS and
AGREEMENTS No.

RECEIVED
OV 29 1961
FOR FILING

6500

Salem, Oregon
October 27, 1961

Agenda Item 3k-2

Cooperative Constr. Agreement
Commercial St. - Woolridge St.
(Empire) Section
Cape Arago Highway
City of Empire

Mr. H. S. Cox
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Empire covering construction on Commercial St. - Woolridge St. (Empire) Section of the Cape Arago Highway in the City of Empire.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Empire.

Secretary

m
Attach: 1

RECEIVED
OCT 27 1961
FOR FILING

6000

October 27, 1961

Helen C. Bennett, City Recorder
City Hall
Empire, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Empire a fully executed copy of an agreement between the State Highway Commission and the City of Empire covering construction on Commercial St. - Woolridge St. (Empire) Section of the Cape Arago Highway in the City of Empire.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
OCT 27 1961

FOR FILING
5-207 (2)

6666

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2[illegible], 1961

SUBJECT: Advance Deposit
Woolridge Street-Commercial Street Section
City of Empire

To: Mr. E. L. Porter
OFFICE

A check in the amount of $17,925 has been received from the city of Empire and the project is now clear for award of a contract.

H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: G. B. Paxson
Victor Wolfe ✓

RECEIVED
[illegible]

NOTED
V. D. WOLFE

NOTED
H. S. COX

October 20, 1961

NOTED
Harold C. Ayers

Mr. Fred C. Dyer
City Manager
City Hall
Empire, Oregon

Dear Mr. Dyer:

On October 18, the State Highway Commission received bids on the Commercial Street-Woolridge Street Section of the Cape Arago Highway in Empire. The low bid was submitted by Bay Pavers, Inc., of North Bend and their bid is as follows:

Bid Items	$69,385.50
Move Mail Boxes	60.00
Flagging	1,250.00
Signing	600.00
Engineering & Contingencies, 12-1/2%	8,911.94
TOTAL ESTIMATED COST - - - - - - - - - -	$80,207.44

As per the agreement executed by the City and State, the City is to advance the sum of $17,925 or 25% of the total cost of the project as accepted by the State, whichever figure is less.

As $17,925 is the lesser figure, this sum is now due the State. Will you please at your very earliest convenience forward a check in the amount of $17,925 to this office. The contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

$17,925 received
from City
Oct. 26, 1961

NOTED
JOHN D. GRAHAM

H. S. Cox
County and City Relations Engineer

HCA:mm

NOTED
DON HARWELL

6000

NOTED
H. S. COX

NOTED
[illegible]

October 6, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
H. PRANGE

contract 6000
Coop Const Agree 10/20/61

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering Oregon Project No. S-207(6), the Commercial Street-Woolridge Street Section of the Cape Arago Highway in Empire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

NOTED
DON HARWELL

JDG:m
Att.

NOTED
JOHN D. GRAHAM

Form cc-11 (1954)

RESOLUTION

WHEREAS, State Highway No. 240 of the State of Oregon, known as the Cape Arago Highway, is routed through the City of Empire, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

> Beginning at the easterly city limits and extending in a westerly direction along Newmark Avenue to its intersection with Broadway Street; thence in a southerly direction along Broadway Street to the southerly city limits.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Empire will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the ~~Common~~ Council of the City of Empire, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 240 of the State of Oregon, known as the Cape Arago Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Empire, Coos County, Oregon, this 2nd day of October, 1961.

ATTEST: Helen C Bennett
City Recorder

Mayor

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

AGENDA
OCT 2 0 1961

3 L - 2
3 - 2

SUBJECT: Cooperative Constr. Agreement
Commercial St.-Woolridge St. (Empire) Section
Cape Arago Highway
City of Empire

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 1/27/61. ——— ok 7.G.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: Victor Wolfe

Ⓐ
2 COPIES TO
BE SIGNED
(by Secretary)

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-27-60 Min. Page 32980

Secretary

E.R.

NOTED
V R JONES

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

October 2, 1961

Mr. Fred Dyer
City Manager
City Hall
Empire, Oregon

Dear Mr. Dyer:

Herewith are three copies of an agreement covering the cooperative construction project on the Commercial Street-Woolridge Street Section of the Cape Arago Highway.

Will you please present this agreement to the City Council for their appropriate action. It will be necessary for the Council to pass a resolution authorizing the Mayor and Recorder to enter into this agreement. Also, in projects wherein Federal aid is received, it is necessary for the Council to pass an encroachment resolution guaranteeing that the City will allow no encroachments on the street traversed by the highway.

When these instruments have been passed and signed by the Mayor and Recorder, please return two copies of the agreement, three copies of the resolution of authority, and four copies of the encroachment resolution to this office. As the project is scheduled for early letting, it would be appreciated if you will give this matter your immediate attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

Agreement recd
Oct 4-1961

NOTED
JOHN D. GRAHAM

HCA:mm
Encl.

3/17/61

Empire File Const. 03

N. Bend

LOCATION PROSPECTUS
16TH STREET-COMMERCIAL STREET SECTION
CAPE ARAGO HIGHWAY
COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Cape Arago Highway which is a State Secondary facility on the Federal Aid Secondary System. The easterly terminus is at the intersection of Broadway Avenue and 16th Street in North Bend. The westerly terminus is at the intersection of Newmark Avenue and Commercial Street in the City of Empire. Total length of survey is 2.2 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The project begins in North Bend and ends in Empire following a route through primarily residential areas and some commercial areas.

The general route will follow the existing alignment and grade, utilizing the existing pavement where it is feasible and will be widened on one or both sides, providing four traffic and two parking lanes with concrete curbs. Reconnaissance has been made by W. H. Tebeau and submitted, February, 1961. Soils investigations will be conducted and special drainage studies will be made where required. An economic analysis is not needed at this time.

The existing 1959 ADT is 4,000 and the projected 1979 ADT is 8,000. Traffic and alignment warrant a four-lane highway utilizing the existing facility. The typical section will be a 60-foot city street section with four 11-foot travel lanes and 8-foot parking each side between curbs from 16th Street in North Bend to Woolridge Street in Empire. From Woolridge Street to the end of the project, the typical section will widen to 64-feet curb to curb. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data of the proposed project will be approximately the same as the existing facility, 240 feet and 90 degrees respectively.

There will be no restrictions in regard to access. At grade connections will be made with intersecting streets along the route. Provisions will be made for channelizing the intersections at Newmark Avenue and the Empire-Coos Bay Highway. Railroad and stream crossings are not involved in this survey.

The approved base design, dated May 26, 1960, by G. L. Decker is:

Paving, Base and Wear	3½"
Top Course, Base	2 "
Bottom Course, Base	8½"
Total Depth	14 "

A minimum of 1½ inches of asphaltic concrete will be used over existing pavement. The paving will be done in stage construction with a minimum of 1½ inches of asphaltic concrete being applied at a future date when conditions warrant. Subgrade widths will be computed as per G. L. Decker design.

Prospective material sources are gravels from the Umpqua River and quarry locations on the Coos River. These materials are available through commercial sources locally.

Agreement will be required with the cities of North Bend and Empire in the matter of adjustment of water and sewer mains affected by the construction.

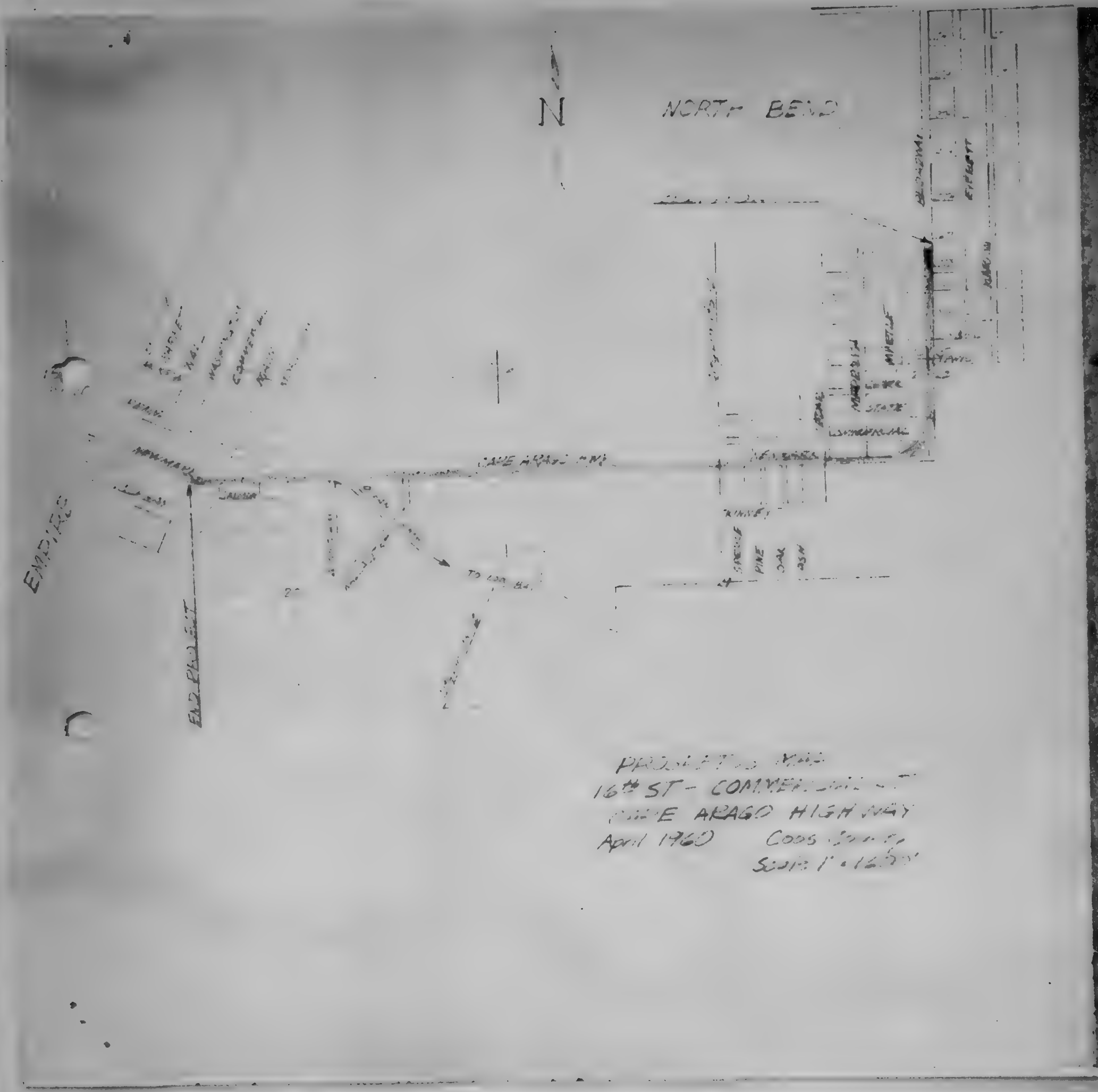
There are no State parks or roadside rest areas affected by the project.

March 17, 1961

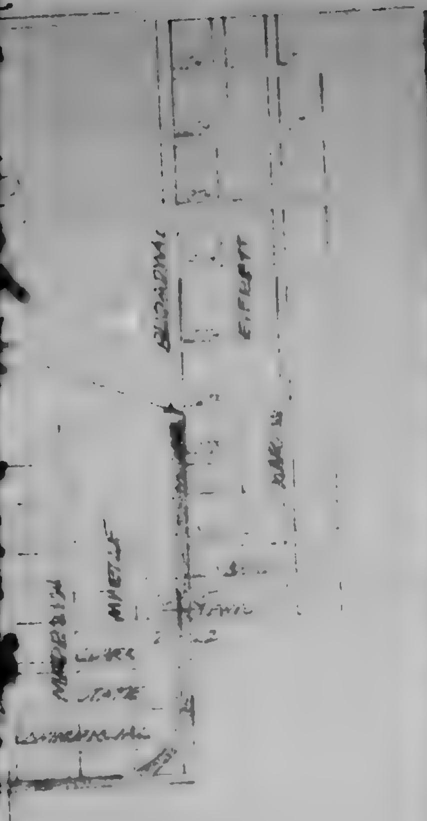
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
MAR [illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS


N
NORTH BEND
BROADWAY
EVERETT
MARION
MYRTLE
MADRONA
STATE
COMMERCIAL
CAPE ARAGO HWY
KINNEY
SPRUCE
PINE
OAK
ASH
NEWMARK
TO COOS BAY
END PROJECT
EMPIRE

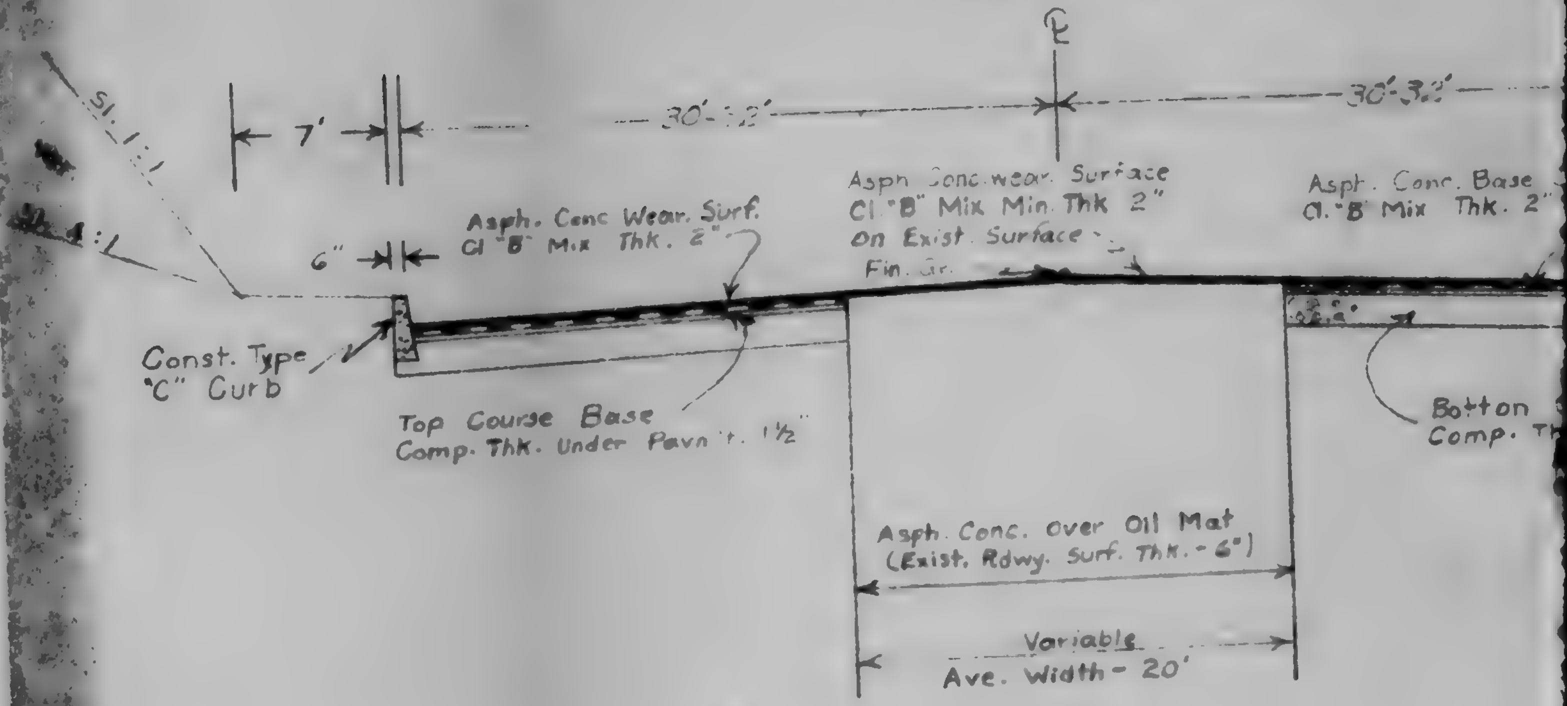
PROJECT MAP
16th ST - COMMERCIAL
CAPE ARAGO HIGHWAY
April 1960 Coos County
Scale 1" = 1250'


BROADWAY
EVERETT
OAK
MYRTLE
MADISON
STATE
COMMERCIAL

GHWAY
County
1"=1600'

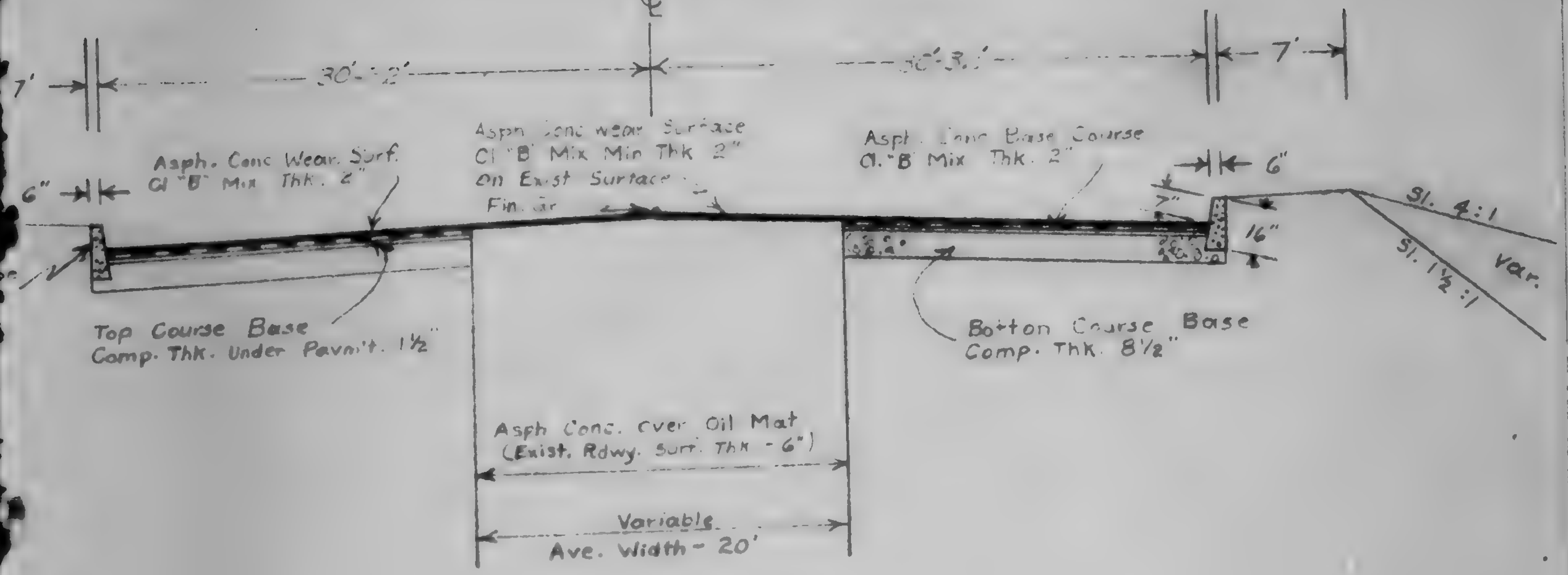
16TH STREET – COMMERCIAL STREET SECT
CAPE ARAGO HIGHWAY
COOS COUNTY

TYPICAL SECTION


℄
Sl. 1:1
Sl. 4:1
7'
30'-3.2'
30'-3.2'
6"
Asph. Conc Wear. Surf. Cl "B" Mix Thk. 2"
Asph. Conc. wear. Surface Cl "B" Mix Min. Thk 2" On Exist. Surface
Fin. Gr.
Asph. Conc. Base Cl. "B" Mix Thk. 2
Const. Type "C" Curb
Top Course Base Comp. Thk. Under Pavm't. 1½"
Botton Comp.
Asph. Conc. over Oil Mat (Exist. Rdwy. Surf. Thk. - 6")
Variable
Ave. Width - 20'

16TH STREET— COMMERCIAL STREET SECTION
CAPE ARAGO HIGHWAY
COOS COUNTY

TYPICAL SECTION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7'
30'-2'
30'-3'
7'
6"
Asph. Conc Wear. Surf.
Cl "B" Mix Thk. 2"
Asph Conc wear Surface
Cl "B" Mix Min Thk 2"
on Exist Surface
Fin. Gr
Asph. Conc Base Course
Cl. "B" Mix Thk. 2"
6"
7"
16"
Sl. 4:1
Sl. 1½:1
Var.
Top Course Base
Comp. Thk. Under Pavm't. 1½"
Botton Course Base
Comp. Thk. 8½"
Asph Conc. over Oil Mat
(Exist. Rdwy. Surf. Thk - 6")
Variable
Ave. Width - 20'

RECEIVED
MAR 14 1961
FOR FILING
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[illegible]

March 14, 1961

Mr. Fred C. Dyer
City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

Subsequent to our meeting with you on February 1, at which time we discussed the feasibility of a one-way couplet utilizing Market Street and Broadway Street in lieu of the possibility of 4-laning Broadway, our staff made an investigation of the alternate possibilities.

These preliminary investigations indicate that the section from Newmark to the south city limits would entail the expenditure of approximately $350,000 for a 64-foot street section on Broadway and $420,000 for two 44-foot street sections, one on Broadway and one on Market. Further, it would seem quite feasible to 4-lane Broadway with a 64-foot street section from Newmark to California Avenue, permitting parallel parking on both sides and then to decrease the curb-to-curb width to 56 feet from California Avenue to the city limits, prohibiting parking on the westerly side since there is no way that this area could be utilized for businesses as it is a fairly high fill section. This would further decrease the cost of an adequate 4-lane section on Broadway to approximately $260,000.

Based upon these investigations, it appears that at such a time as this section of the Cape Arago Highway requires four lanes to handle the traffic, the one-way couplet could not be justified on a cost basis. Further, since Market Street is a strictly residential street, it does not appear feasible to seriously consider this approach to the problem.

Finally, our traffic studies indicate that the traffic volume varies on Broadway from 6,000 vehicles per day at Newmark to 4,500 vehicles per day at the south city limits. While this is a considerable amount of traffic, at the speeds permitted within the city limits, it is not considered the saturation point. I could not, therefore, in justice to other heavily travelled areas of the state, recommend favorably the construction of this project to Mr. Williams at this time.

In the future, when, due to traffic or other extenuating circumstances, it appears to the mutual benefit of the Highway Department and the City of Empire to consider the undertaking of a co-operative project on this section, I will be happy, if you so desire, to again review with you the feasibility of a one-way couplet.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm

cc W. C. Williams
Forrest Cooper
Tom Edwards
C. G. Swenson

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1961

SUBJECT: Cape Arago Highway
City of Empire

To:

Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

In response to your letter of March 6, 1961 on the above matter, I am attaching a copy of a reconnaissance report covering this area. You will note that the estimated cost for 64-foot street section on Broadway is $350,000 without walks. The second plan with a one way couplet on Broadway and Market Streets is estimated to cost $420,000.

Mr. Tebeau, in reviewing the matter, considered the possibility of dispensing with parking on the westerly side of Broadway from California Avenue southerly to the city limits and proposed a 56-foot street section for this area with a 64-foot street section from Newmark to California Avenue. This could be constructed at an estimated cost of $260,000.

I would recommend that you consider the last proposal in your discussions with the City.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jk

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 50M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1961

SUBJECT: Cape Arago Highway
City of Empire
Coos County

To: Mr. Tom Edwards
Construction Engineer
OFFICE

Estimates have been prepared for improvement of Broadway Street (Cape Arago Highway) in the city of Empire between Newmark Avenue and the south city limits. This segment had previously been estimated at $201,500 based on a 56-foot street section and is covered in a report dated October 15, 1959. Information from this previous investigation was utilized and a field observation was made for additional data.

The current investigation covers two possible plans for improvement: (1) A 64-foot street section on Broadway; and (2) A one-way couplet on a 44-foot street section using Broadway for southbound traffic and Market Street for northbound traffic. The 64-foot street will yield four lanes of traffic with parking on both sides and the 44-foot street will yield two lanes of traffic with parking on both sides. Four lanes of traffic is the ultimate goal of this investigation.

For the first plan the estimated cost to introduce a 64-foot street section on Broadway is $350,000 with the breakdown as follows:

Grade and Pave	$270,000
Retaining Wall	50,000
Right of Way	30,000
Estimated Construction Cost	$350,000

Because of the close proximity of buildings on the westerly side of this street at the toe of the existing fill between California and Pacific Avenues and of buildings on the easterly side upon a bank between Olsen and Fulton Avenues, retaining walls are necessary to eliminate or reduce encroachment. Right of way costs include any other possible damage to the abutting properties. Sidewalks are not included in the above estimate; they would cost an additional $40,000 for both sides full length.

For the second plan, estimated cost for the one-way couplet utilizing Broadway and Market Streets is $420,000 with costs segregated as follows:

	Southbound Broadway	Northbound Market		
Grade and Pave	$180,000	$235,000		
Right of Way	---	5,000		
Estimated Construction Cost	$180,000	+	$240,000 =	$420,000

On the Broadway leg, no particular problems would exist and the improvement could be contained within the existing right of way. Market Street presently is unsurfaced and in poor condition and is unconstructed between Olsen and Fulton Avenues; however, there is evidence that city forces are constructing this portion and the above estimate assumes that the street is continuous. A small amount of additional right of way will be required in the vicinity of the city limits. Sidewalks are not included in this estimate; they would cost an additional $80,000 for both sides full length.

The foregoing proposals are those set forth by Mr. Victor Wolfe in a letter directed to the Construction Engineer. There is, however, another alternative which, in my opinion, should be considered. From the field observation, it was apparent that parking on the bay side (westerly side) of Broadway could be dispensed with from California Avenue southerly to the city limits; through this section I would propose the 56-foot street which would yield four lanes with parking one side. Between Newmark and California Avenues, I would propose the 64-foot street. This would place the bulk of the street-side parking through the main business area where it is needed. The easterly curb line would be continuous; thus eliminating or reducing considerably the damage on the westerly side which would be created by the continuous 64-foot street; damage on the easterly side would remain the same. The estimate for this proposal is $260,000 less sidewalks summarized as follows; sidewalk cost would be comparable to the 64-foot street proposal.

Grade and Pave	$235,000
Retaining Wall	10,000
Right of Way	15,000
Estimated Construction Cost	$260,000

One other scheme thought of, but abandoned because it did not appear practical, would be to introduce the 64-foot street section on Market Street which, of course, would mean giving up the present facility. No estimate was prepared for this scheme.

It might be mentioned at this point that elsewhere in the Coos Bay-Northbend-Empire area, a nominal 60-foot street section is being used with the exception of the segment between Woolridge and Commercial Streets in Empire where a 64-foot street section is proposed. Reducing the 64-foot street to a 60-foot street width in Plan 1 of the Broadway improvement in Empire would create a savings of approximately $20,000 with little or no effect on damage to abutting properties.

A sketch is attached showing in red the 64-foot street proposal and in green the couplet proposal. Detailed estimates are not included.

J. E. Morelock
Chief Locating Engineer

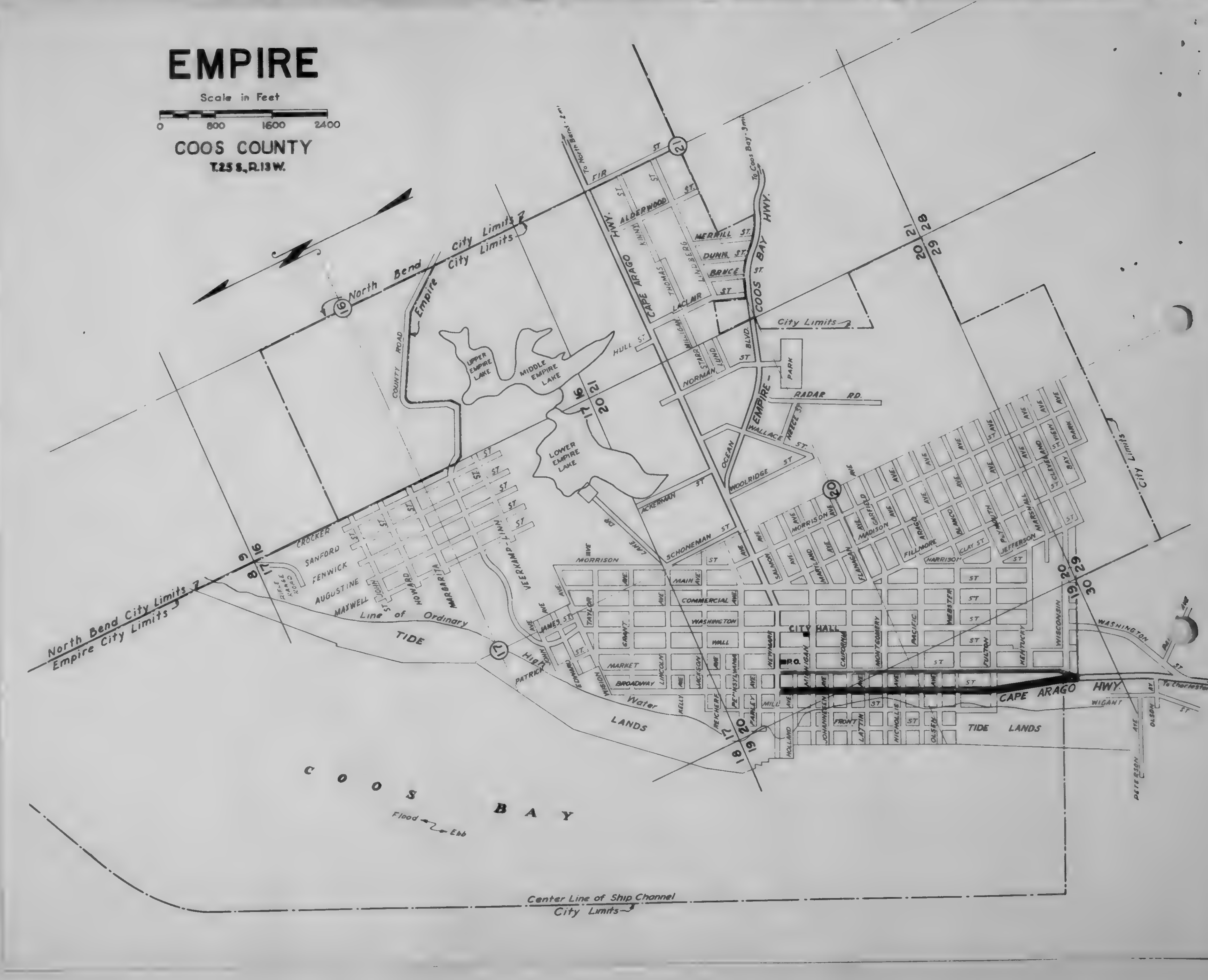
By W. H. Tebeau

W. H. Tebeau
Reconnaissance Designer

WHT:jw

Attach.

EMPIRE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Empire City Limits
North Bend City Limits
Empire City Limits
City Limits
City Limits
Center Line of Ship Channel
City Limits
To North Bend - 2 mi.
To Coos Bay - 3 mi.
To Charleston - 6 mi.
CAPE ARAGO HWY.
COOS BAY HWY.
EMPIRE BLVD.
COUNTY ROAD
Empire
RADAR RD.
PARK
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MIDDLE EMPIRE LAKE
LOWER EMPIRE LAKE
FIR ST
ALDERWOOD ST.
MERRILL ST.
DUNN ST.
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MONTGOMERY
PACIFIC
WEBSTER
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FENWICK
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Salem, Oregon
February 6, 1961

Cape Arago Highway
City of Empire

Mr. Tom Edwards
Construction Engineer
BUILDING

In October, 1959, your people made a reconnaissance estimate on the Cape Arago Highway in the city of Empire. One portion of this was from Woolridge Street to Commercial Street on Newmark Avenue, which we are at the present time locating.

Another portion of this reconnaissance was on Broadway from Newmark to the south city limits of Empire. The entire reconnaissance was based on a 56-foot street section. You will recall that section now under location has been revised to a 64-foot street section.

Traffic counts would indicate that perhaps the section on Broadway from Newmark to the south city limits should also be a 64-foot street section. As my report to Mr. Cooper indicates, I discussed this section with Mr. Fred Dyer, City Manager, the past week on the basis of Broadway one-way southbound and Market one-way northbound, making a one-way couplet.

Market Street is unimproved. It is, however, rough-graded with the exception of two holes which the City is now filling.

Would you please have made a reconnaissance estimate improving Broadway to a 64-foot street section, which I assume is what you would want. This will entail some walls or some considerable right of way. Also, please have made an alternate estimate which would utilize Broadway as one-way southbound and Market as one-way northbound.

I indicated that you probably would want a 48-foot street section but since this would be one-way traffic, 44 might be all you would desire.

Upon completion of this study, I will discuss the project with the City of Empire, advising them as to which alternate we would prefer. I would, therefore, appreciate your recommenation as to choice of alternates.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc Forrest Cooper

Salem, Oregon
February 6, 1961

Cape Arago Highway
Broadway Street
City of Empire

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

On February 1, accompanied by Mr. F. D. Morgan and Mr. Walter T. Wright, I met with Mr. Fred Dyer, City Manager of Empire, to discuss the possibility of a one-way couplet from Newmark to the south city limits of Empire, using Broadway as one-way southbound and Market as one-way northbound.

This discussion was in view of the need for four lanes of traffic and the problems involved in widening Broadway to a 64-foot street section between the above limits.

The owners of property abutting Market from Newmark to the south city limits are preparing to petition the City to improve this street. Mr. Dyer advised that if this were done, it would undoubtedly be on the basis of a 36-foot street section.

At the present time, the street section is rough-graded only. Also, there are a couple of holes which the City is in the process of filling. There is a dedicated 60-foot right of way, but it would be necessary to purchase some right of way at the city limits line.

It was Mr. Dyer's feeling that a co-operative project on this street would assist not only in the paving and curbing of the street, but might also alleviate the traffic congestion on Broadway as it now exists. He also felt that should some sort of co-operative project be worked out, the property owners would be willing to wait a year or two as might be necessary for available highway funds.

In view of the difficulty which would be encountered in making Broadway a 64-foot street section, it is the writer's belief that the one-way couplet has considerable merit. This belief carries the concurrence of the Division Engineer and the Right of Way Engineer, both of whom were present, as previously indicated.

I advised Mr. Dyer that we would make a reconnaissance investigation, revamping our existing reconnaissance on Broadway from a 56- to a 64-foot street section. This will need a careful analysis for retaining walls or rights of way; and an alternate reconnaissance on the proposed one-way couplet.

As early as possible after the reconnaissance is completed, we will discuss this with Mr. Dyer so that he may know how to advise the property owners.

I, of course, made no commitments other than that we would make a reconnaissance study.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc Tom Edwards
Walter T. Wright
C. G. Swenson
F. D. Morgan

EMPIRE

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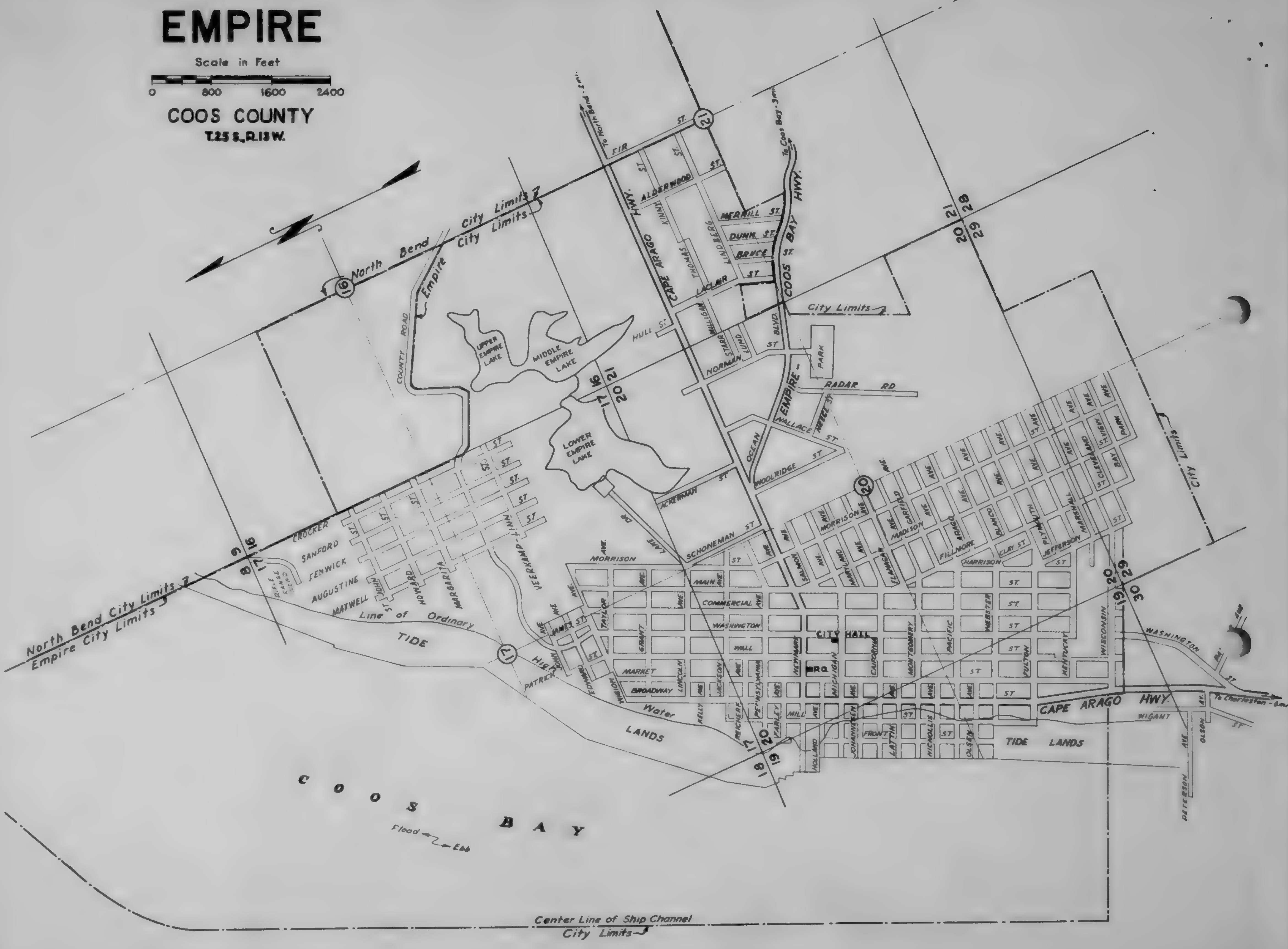
COOS COUNTY

T.25 S., R.13 W.


North Bend City Limits
Empire City Limits
City Limits
Center Line of Ship Channel
COOS BAY
Flood
Ebb
TIDE LANDS
Line of Ordinary High Water
CAPE ARAGO HWY.
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 15, 1959

To: Mr. Tom Edwards
Construction Engineer
Office

SUBJECT: Widening and Curbs - City of Empire
Cape Arago and Empire-Coos Bay Highways
Coos County

In accordance with instructions, estimates have been prepared for widening and curbs on the Cape Arago and the Empire-Coos Bay Highways within the corporate limits of the city of Empire in Coos County. A cursory field investigation was made to obtain data for the estimates.

Cape Arago Highway, between Commercial and Broadway Streets, had been improved in 1950 to a 56-foot curbed section with an asphaltic concrete wearing surface with the exception of a portion between Market and Broadway Streets which has a sidewalk but no curb on the southerly side; no improvement would be necessary other than the placing of a curb in this block. The unimproved sections, including both highways, are apparently surfaced with an oil mat in fair condition. The vertical alignment appears to be adequate. It is assumed that the 56-foot street section would be used having 3½ inches of asphaltic concrete on 12 inches of base; this full surfacing depth is used on the widened portions with a 1½-inch asphaltic concrete cap being placed over the existing pavement. No major grading is contemplated other than the widening. The only section requiring additional right of way for construction would be that portion of the Cape Arago Highway between east city limits of Empire to the Empire-Coos Bay Junction (Ocean Boulevard); right of way is presently 60 feet through this area.

There are sidewalks through the area previously improved in 1950. From field observation it appeared that an asphaltic concrete footpath on one side would be sufficient. From the east city limits to Commercial Street (Cape Arago Highway) this footpath would be on the north side and from Newmark Street southerly to the city limits it would be on the easterly side. On Ocean Boulevard from the east city limits to the Cape Arago Highway the footpath would be on the northerly side. These footpaths are placed to serve the majority. Costs for these footpaths, assumed to be borne by the city, are not included with the widening and curbs.

Costs for moving utility poles effected by the improvement are assumed to be borne by the respective companies and they are not included in the estimate. A summary showing the costs by unit is appended to this report. Unit costs are from the Cost Section.

Attached are estimates and sketch map outlining limits of the improvement.

J. E. Morelock
Assistant Chief Locating Engineer

By William H. Tabeau

William H. Tabeau
Reconnaissance Designer

WHT:fp:jw

Encl.

SUMMARY OF COST BY UNIT

UNIT	LENGTH MILES	GRADE AND PAVE	RIGHT OF WAY	SUBTOTAL ESTIMATED COST	PEDESTRIAN WALKS *	TOTAL ESTIMATED COST
East City Limits-Woolridge Street (A-B)	0.85	$200,000	$3,200	$203,200	$ 6,800	$210,000
East City Limits-Woolridge Street (C-B)	0.40	95,600	- - -	95,600	3,200	98,800
Woolridge Street-Broadway Street (B-D)	0.56**	71,700	- - -	71,700	2,000	73,700
Newmark Avenue-South City Limits (D-E)	0.84	201,500	- - -	201,500	6,700	208,200
TOTAL	2.65	$568,800	$3,200	$572,000	$18,700	$590,700

* Costs shown for pedestrian walks assume an asphaltic concrete footpath on one side only. If concrete walks are used in lieu of the footpath, the costs would be increased to $10,400, $4,900, $3,100 and $10,200 respectively for a total cost of $28,600. To include walks on both sides, these costs would be approximately doubled.

** Distance shown is total length of unit.
Commercial Street to Broadway widened and curbed in 1950 to a 56-foot street section; no improvement is contemplated. Construction length is 0.25 mile and extends from Woolridge Street to Commercial Street. South side of street between Market and Broadway needs to be curbed.

[illegible] CITY SECTION
[illegible] BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT A-2

RECONNAISSANCE ESTIMATE

0.85 MILE

Item	Unit	Net	Allow	Gross	Unit Price *	Amount
1. Clearing and Grubbing	All	100%	- - -	100%	Lump Sum	$ 1,000
2. Drainage	Mile	0.85	- - -	0.85	$10,000	8,500
3. General Excavation	Cu. Yd.	1,870	470	2,340	1.25	2,925
4. Finish Roadbed and Slopes	Mile	0.85	- - -	0.85	1,000.00	850
5. Type "C" Concrete Curbs	Cu. Yd.	314	76	390	50.00	19,500
6. Base Course	Cu. Yd.	6,455	1,615	8,070	4.75	38,330
7. Leveling Course	Cu. Yd.	2,040	510	2,550	5.00	12,750
8. Sprinkling	M-gal	213	52	265	3.00	795
9. Aggregate in Binder	Cu. Yd.	250	62	312	6.00	1,870
10. Asphalt in Binder	Ton	40	10	50	55.00	2,750
11. Asphaltic Concrete	Ton	4,278	1,072	5,350	10.00	53,500

Subtotal	$142,770
Engineering & Contingencies	57,230
Grading and Paving	$200,000
Right of Way	3,200
ESTIMATED CONSTRUCTION COST	$203,200

* From Cost Section

Pedestrian Walk **	(A.C. Footpath)	Lump Sum	$ 6,800
Pedestrian Walk	(Concrete Walk)	Lump Sum	$10,400

** Cost assumed to be borne by city and is not added to estimate.

EMPIRE CITY STREETS
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT C-3

RECONNAISSANCE ESTIMATE

0.40 MILE

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE *	AMOUNT
1. Drainage	Mile	0.40	- - -	0.40	$10,000.00	$ 4,000
2. General Excavation	Cu. Yd.	1,820	455	2,275	1.25	2,845
3. Finish Roadbed and Slopes	Mile	0.40	- - -	0.40	1,000.00	400
4. Type "C" Concrete Curbs	Cu. Yd.	148	37	185	50.00	9,250
5. Base Course	Cu. Yd.	3,040	760	3,800	4.75	18,050
6. Leveling Course	Cu. Yd.	960	240	1,200	5.00	6,000
7. Sprinkling	M-gal.	100	25	125	3.00	375
8. Aggregate in Binder	Cu. Yd.	120	30	150	6.00	900
9. Asphalt in Binder	Ton	20	5	25	55.00	1,375
10. Asphaltic Concrete	Ton	2,010	500	2,510	10.00	25,100

Subtotal	$68,295
Engineering & Contingencies	27,305
Grading and Paving	$95,600
Right of Way	- - - -
ESTIMATED CONSTRUCTION COST	$95,600

* From Cost Section

Pedestrian Walk ** (A.C. Footpath) Lump Sum $3,200
Pedestrian Walk (Concrete Walk) Lump Sum $4,900

** Cost assumed to be borne by city and is not added to estimate

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1939

UNIT D-2

RECONNAISSANCE ESTIMATE

0.84 MILE

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE*	AMOUNT
1. Clearing and Grubbing	All Spec.	100%	- - -	100%	Lump Sum	$ 500
2. Drainage	Mile	0.84	- - -	0.84	$10,000.00	8,400
3. General Excavation	Cu. Yd.	3,820	955	4,775	1.25	5,970
4. Finish Roadbed and Slopes	Mile	0.84	- - -	0.84	1,000.00	840
5. Type "C" Concrete Curbs	Cu. Yd.	310	80	390	50.00	19,500
6. Base Course	Cu. Yd.	6,380	1,595	7,975	4.75	37,880
7. Leveling Course	Cu. Yd.	2,020	505	2,525	5.00	12,625
8. Sprinkling	M-gal.	210	50	260	3.00	780
9. Aggregate in Binder	Cu. Yd.	250	60	310	6.00	1,860
10. Asphalt in Binder	Ton	40	10	50	55.00	2,750
11. Asphaltic Concrete	Ton	4,230	1,060	5,290	10.00	52,900
			Subtotal			$144,005
			Engineering & Contingencies			37,495
			Grading and Paving			$181,500
			Right of Way			- - - -
* From Cost Section			ESTIMATED CONSTRUCTION COST			$181,500

Pedestrian Walks ** (A.C. Footpath) Lump Sum $ 6,700
Pedestrian Walks (Concrete Walk) Lump Sum $10,280

** Cost assumed to be borne by the city and is not added to estimate.

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1939

UNIT B-B

RECONNAISSANCE ESTIMATE

0.56 MILE *

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE**	AMOUNT
1. Drainage	Mile	0.25	- - -	0.25	$10,000.00	$ 2,500
2. General Excavation	Cu. Yd.	1,590	400	1,990	1.25 ✓	2,490
3. Finish Roadbed and Slopes	Mile	0.25	- - -	0.25	1,000.00 ✓	250
4. Type "C" Concrete Curbs	Cu. Yd.	110	30	140	50.00	7,000
5. Base Course	Cu. Yd.	2,280	570	2,850	4.75	13,540
6. Leveling Course	Cu. Yd.	720	180	900	5.00	4,500
7. Sprinkling	M-gal.	75	20	95	3.00	285
8. Aggregate in Binder	Cu. Yd.	90	25	115	6.00	690
9. Asphalt in Binder	Ton	15	5	20	55.00	1,100
10. Asphaltic Concrete	Ton	1,510	380	1,890	10.00	18,900

Subtotal	$51,255
Engineering and Contingencies	20,475
Grading and Paving	$71,730
Right of Way	- - - -
ESTIMATED CONSTRUCTION COST	$71,730 7,125

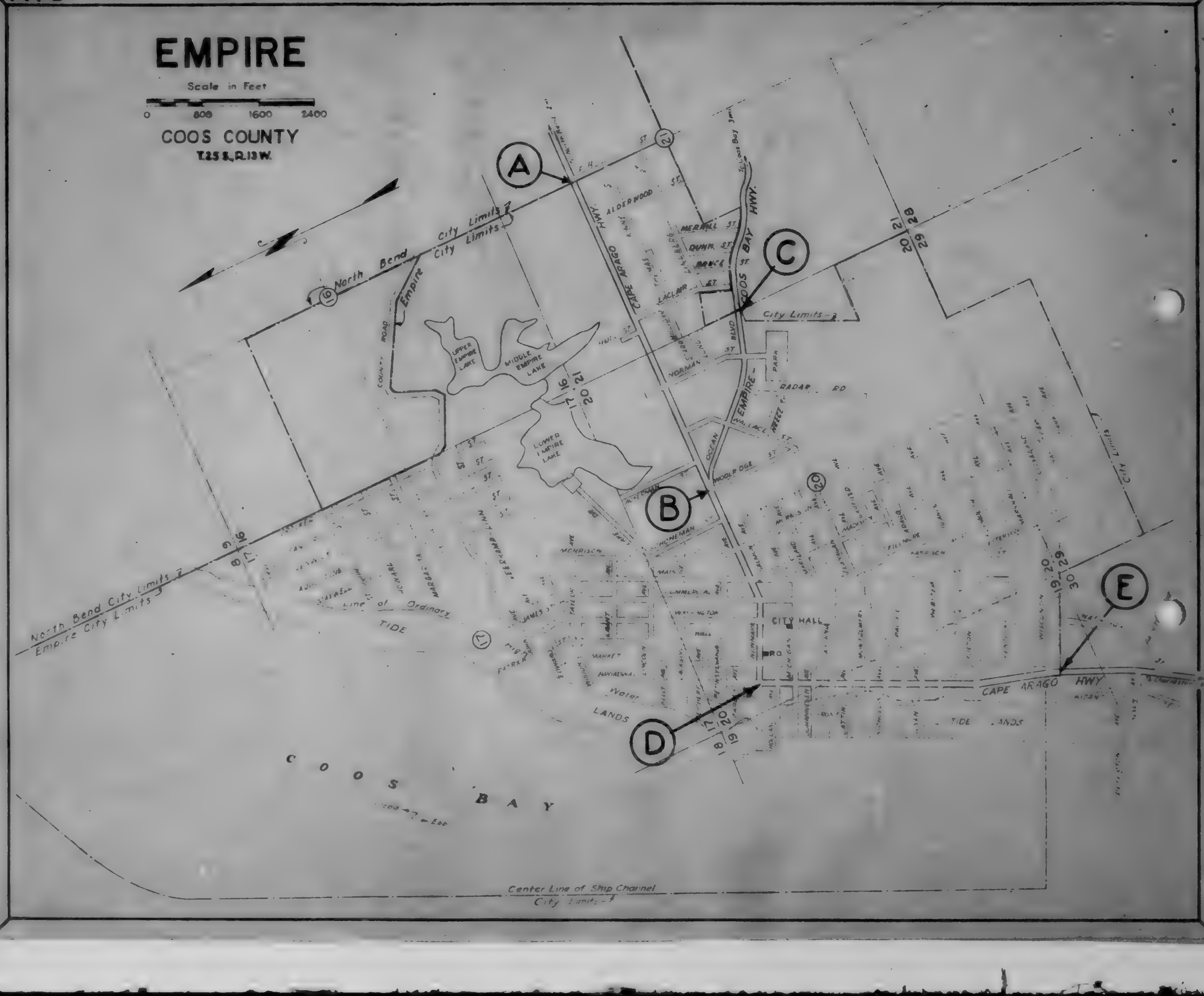
* 0.56 Mile is total length
** 0.25 Mile only is in need of improvement.

** From Cost Section

Pedestrian Walks *** (A.C. Footpath) Lump Sum $2,000
Pedestrian Walks (Concrete Walks) Lump Sum $3,100

*** Cost assumed to be borne by the city and is not added to estimate.

R-115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COOS COUNTY
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North Bend City Limits
Empire City Limits
City Limits
Empire County Road
CAPE ARAGO HWY.
COOS BAY HWY.
EMPIRE-COOS BAY HWY.
To Coos Bay 3 mi.
ALDERWOOD ST.
MERRILL ST.
QUINN ST.
BRUCE ST.
LACLAIR ST.
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OCEAN BLVD.
PARK
RADAR RD.
WALLACE ST.
WOOLPOGE ST.
UPPER EMPIRE LAKE
MIDDLE EMPIRE LAKE
LOWER EMPIRE LAKE
MORRISON
JAMES ST.
Line of Ordinary High Water
TIDE LANDS
CITY HALL
P.O.
WISCONSIN
To Charleston
COOS BAY
Center Line of Ship Channel
City Limits
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MAR 3 1961

FOR FILING

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February 2, 1961

Kenneth E. Adams
Mayor of Empire
City Hall
Empire, Oregon

Dear Mayor Adams:

Sometime ago the City of Empire requested a co-operative project on the Cape Arago Highway (on Newmark Avenue) from Woolridge Street to Commercial Street. This would be an extension of the 56-foot street section easterly from Commercial Street to the junction of the Empire-Coos Bay Highway with the Cape Arago Highway.

This matter was investigated and from the facts disclosed in the investigation, including the amount of traffic and physical characteristics, it appears that the improvement is warranted. At the Highway Commission meeting on January 27, 1961 this matter was presented to the Commission by Mr. W. C. Williams, State Highway Engineer, who recommended that the project be performed at an estimated cost of $71,700. The Commission approved the project with the understanding that the City of Empire is to pay one-fourth of the total cost, or approximately $17,925.

An agreement is being prepared covering the details of this project and will be forwarded to the City officials for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Victor Wolfe
C. G. Swenson

CITY OF EMPIRE
PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853
EMPIRE, OREGON

March 9, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The Council for the City of Empire was presented your Reconnaissance Estimate in regard to the 0.56 mile highway improvement noted as Unit B-D as submitted by you March 2, 1960.

The Council very much appreciates the effort of the State Highway Department in preparing these estimates, however, we question the amount of money required to effect this improvement. Particularly questioned is the 40 per cent for engineering and contingency. We feel that engineering and contingencies can be effectively handled within 15 per cent of actual construction costs. Our City street construction in the past has never exceeded 10 per cent actual costs for engineering and contingencies.

Is there a possibility that the City of Empire may engineer this project to meet State Highway specifications and furnish stake-out crews and other personnel necessary for the construction work with the exception of the State Highway Inspector?

We can realize the definite need for widening the arterial highways through our cities, however, we do not feel that we can expect the people to meet the charges that your outline. Your comments will be gratefully accepted.

Thank you for your interest and cooperation.

Sincerely yours,

Fred C. Dyer

Fred C. Dyer, City Manager

FCD/dm

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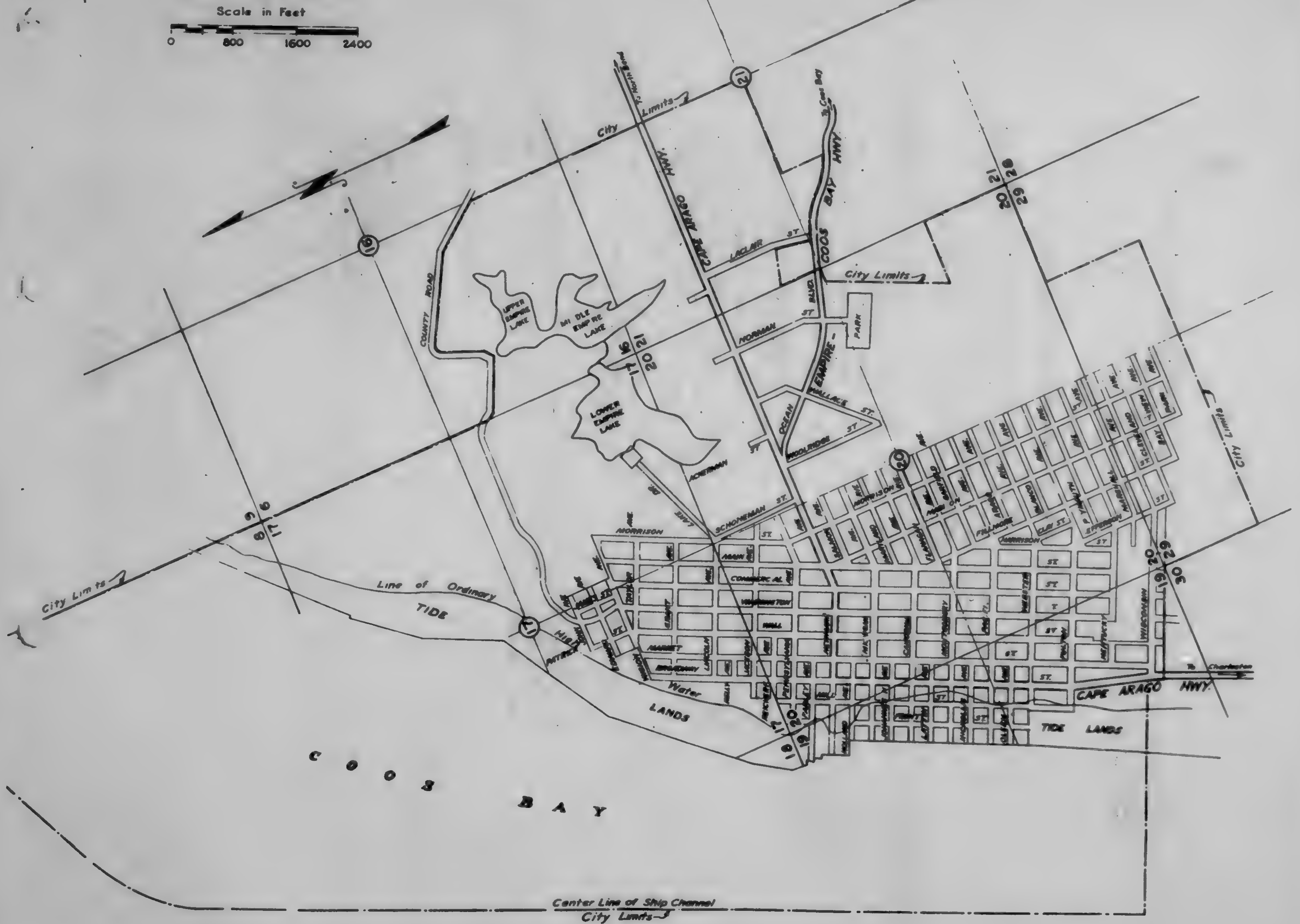
EMPIRE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To Coos Bay
To Charleston
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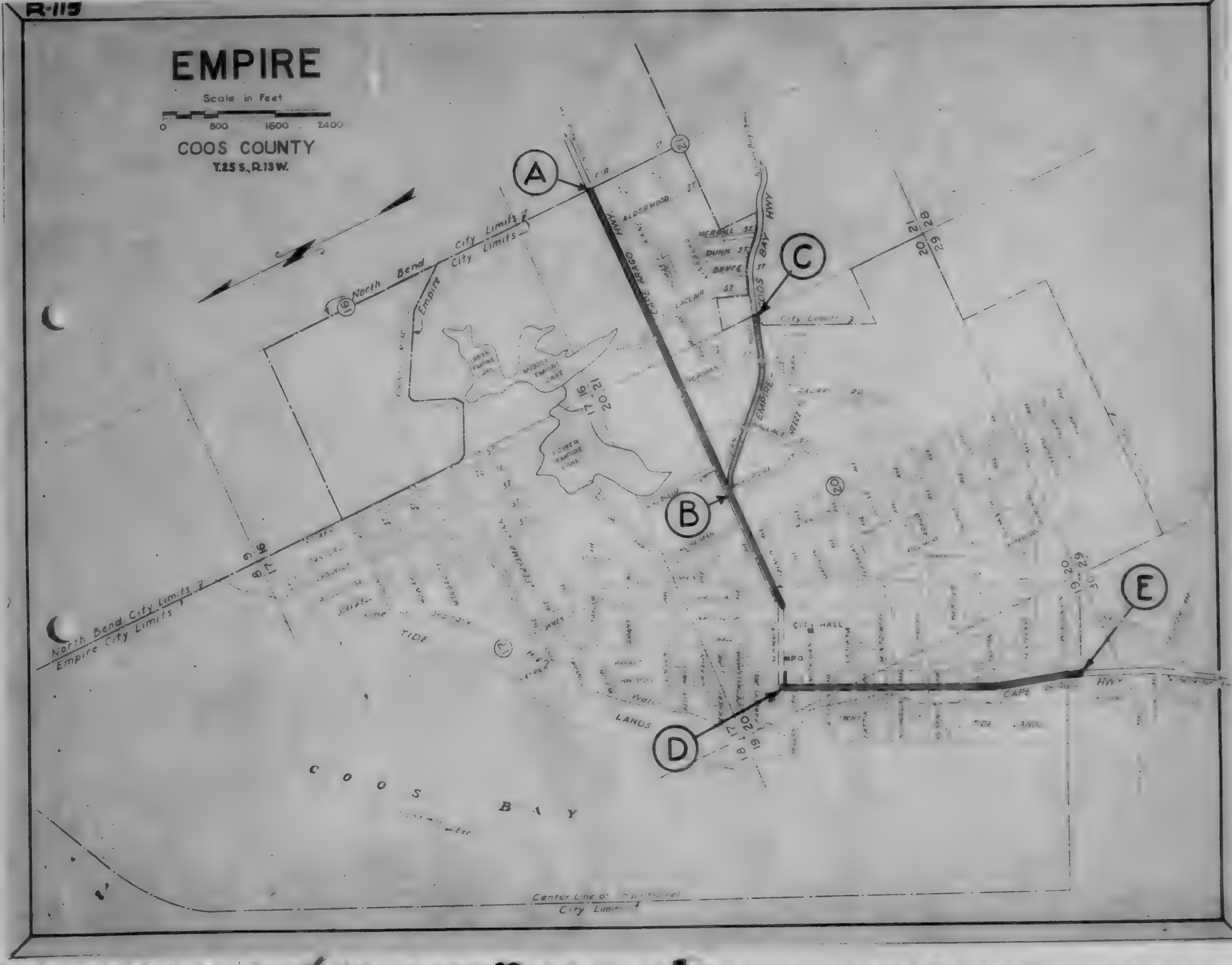
EMPIRE BUILDER PRINTERS

R-115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City Limits
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JAN 20 1961

Salem, Oregon
January 19, 1961

Co-operative Project
City of Empire (Newmark Avenue)
Cape Arago Highway

Memo to File

Subsequent to my discussions with the City of Empire pertaining to a co-operative project on Newmark Avenue from Woolridge Street to Commercial Street, based on a Construction Division reconnaissance estimate using a 56-foot street section, the Construction Division has re-evaluated this study on the basis of present and forecasted traffic and has determined that anything less than a 64-foot street section should not be constructed.

Mr. Edwards studied the reconnaissance report during my discussion with him of this problem and it is his feeling the 64-foot street section could be constructed for a figure very close to the $71,700 estimated for the 56-foot street section, this provided a wall would not have to be constructed in one short section where there is an approximate 10-foot cut.

I discussed this change of thinking with Mr. Dyer, City Manager of Empire. It was his feeling the City would not wish something constructed which was inadequate. Mr. Dyer called me this date, advising he discussed the matter with the City Council this past Tuesday night and that the Council is wholeheartedly in favor of the construction of a 64-foot street section even though the construction of a 56-foot street section would have cost, apparently, some considerable less. The Council's concurrence in the construction of a 64-foot street section is, however, conditioned upon the estimate not exceeding that which was given to them for the 56-foot street section--as I stated before, $71,700. Should the estimate exceed this amount, the City desires to reserve the right to reject the project.

The City Council's reason for this action is, ofcourse, due to the fact that they have already held their Bancroft hearing and do not feel inclined to go back to the property owners with another request for additional funds.

It should also be noted that a letter went to the Oregon State Highway Commission on January 5 stating this project would be on the agenda at the January 27 meeting, indicating the project to be an extension of the 56-foot street section at a cost of $71,700, with the City's share being $17,925.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc W. C. Williams
Forrest Cooper Tom Edwards C. G. Swenson

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January 5, 1961

Oregon State Highway Commission

Gentlemen:

The City of Empire has requested a co-operative project on the Cape Arago Highway (Newmark Avenue from Woolridge Street to Commercial Street). This would be an extension of the 56-foot street section easterly from Commercial Street to the junction of the Empire-Coos Bay Highway with the Cape Arago Highway.

The proposed section is through the business district. Present traffic is in excess of 7,000 vehicles per day. Estimated cost of this project is $71,700. The City of Empire has offered to pay $17,925, or one-fourth of this cost. Federal-aid funds may be used.

I feel this is a worthy project and recommend your approval.

This matter will be on the agenda for your consideration at the January 27 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VDW:ms me

cc Tom Edwards
C. G. Swenson
Victor Wolfe

December 28, 1960

Mr. Fred C. Dyer, City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

Reference is made to your letter of December 13, 1960, formally requesting the widening of Newmark Avenue between Woolridge Street and Commercial Street in the city of Empire.

This is to advise that the project will be presented to the Highway Commission at its January 27 meeting, with a recommendation for approval, on the basis of a 75 percent-25 percent State-City co-operative project.

Preliminary estimates indicate the total cost of the project to be $71,700 of which the City's share would be $17,925. As you understand, the participation of the City of Empire will be based on the actual cost plus the engineering which we anticipate will not exceed the above amount.

Assuming the Highway Commission's approval of this project, we will hope to let the contract sometime in June.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:am
cc: W. C. Williams
Forrest Cooper

CITY OF EMPIRE
PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853
EMPIRE, OREGON

December 13, 1960

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This is to formally request that the State Highway Department commence procedures for the widening of Newmark Avenue between Woolridge Street and Commercial Street in the City of Empire in accordance with prior correspondence between our offices.

It would be appreciated if you could give us some indication as to when you expect construction to commence. It is necessary that we install some water line in this project and we would want to do so prior to construction.

Thank you for your continued interest and good will.

Sincerely yours,

Fred C. Dyer
Fred C. Dyer
CITY MANAGER

FCD/dm

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STATE HIGHWAY COMMISSION

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Salem, Oregon
December 13, 1960

Co-operative Project
Cape Arago Highway (Woolridge Street-
Commercial Street)
City of Empire

Mr. C. G. Swenson
County-City Relations Engineer
[redacted]

The City of Empire has requested a co-operative (75-25) project on the Cape Arago Highway between Woolridge Street and the existing 56-foot street section at approximately Commercial Street in the city of Empire.

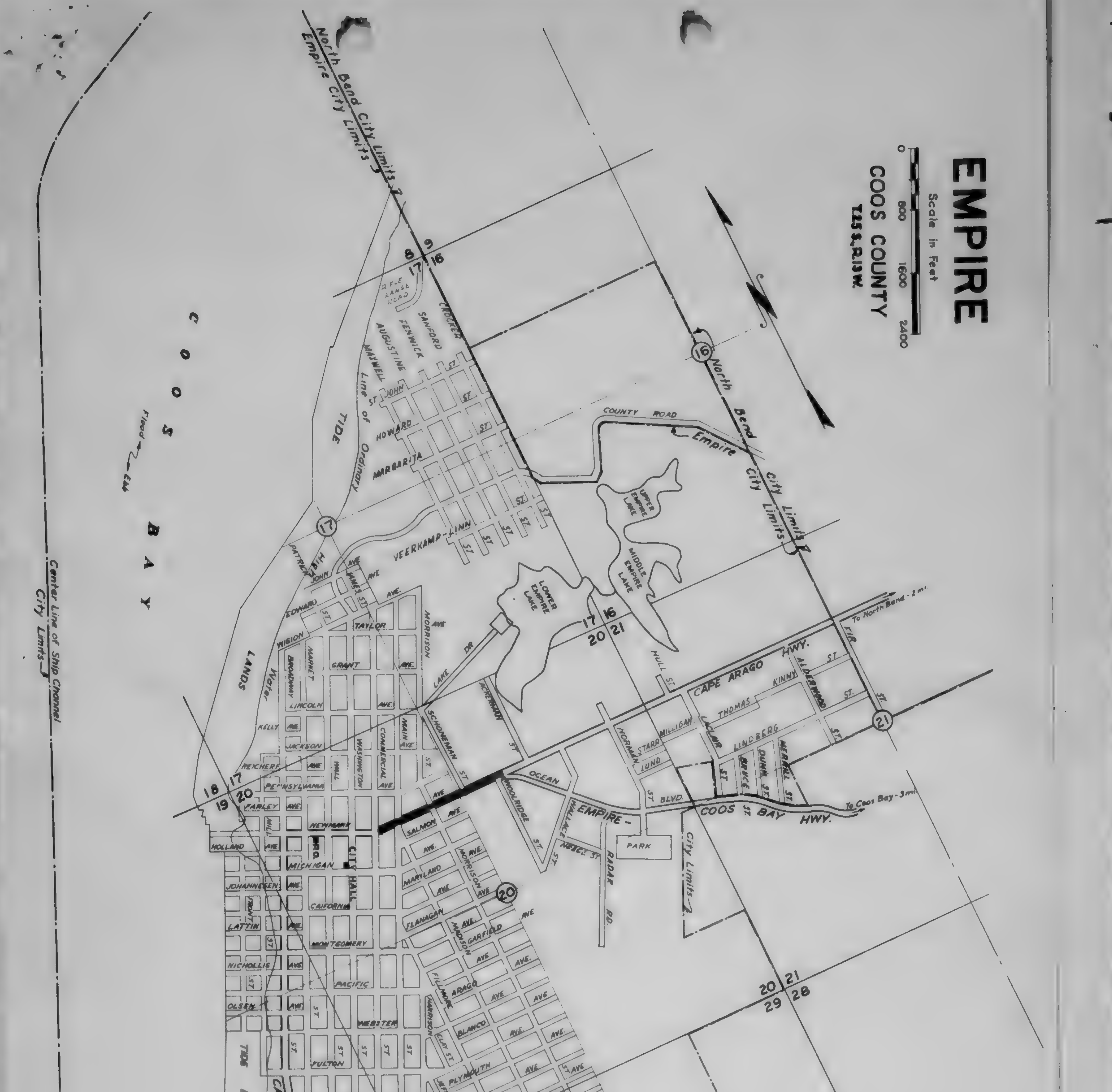
I have requested of Mr. Edwards that this project be prepared for construction and am alerting you to the necessity of anagreement to cover same.

As with the one in Medford, this is not imminent but do not wish to find that the lack of an agreement should delay this project.

Victor D. Wolfe
Administrative Assistant

[redacted]

cc: Forrest Cooper
G. S. Paxson
[redacted]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Salem, Oregon
December 13, 1960

Mr. Tom Edwards
Construction Engineer
BUILDING

Widening Cape Arago Highway
(Woolridge Street-Commercial Street)
City of Empire

The City of Empire has requested a co-operative (75-25) project on the Cape Arago Highway between Woolridge Street and the existing 56-foot width at approximately Commercial Street.

Will you please take the necessary steps to prepare this project for construction.

Victor D. Wolfe
Administrative Assistant

VDW:am
cc: Forrest Cooper
G. S. Paxson
C. G. Swenson

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MAY 23 1960
FOR FILING

Salem, Oregon
May 19, 1960

Widening and Curbs, City of
Empire, Cape Arago Highway

Memorandum to the File:

On Wednesday, May 18, 1960, Mr. Fred Dyer, City Manager, City of Empire, and I had a telephone conversation on the above subject as follows:

1. We have been negotiating a possible co-operative project outlined as "B"-"D" on the attached map.

2. A public hearing was held on Tuesday, May 17, and there were no remonstrances.

3. He had been previously advised that it would probably be impossible to get this project for construction this season.

4. He advised that he had finally realized it was necessary to install a water main in this area, and he would prefer that the project be deferred until the summer of 1961.

5. He would like, around the first of the year, to make a request for this project, plus widening, from "D" to "E". The total package would be $281,900, comprised of "B" to "D" $73,700 and "D" to "E" $208,200.

6. After discussions with Mr. Cooper, I called him back and advised him that we would defer any action on this project until receipt of a formal request from the City of Empire for the package "B"-"D" and "D"-"E". We would at that time recommend favorably a project as large as finances would permit, but at least as large as the originally discussed "B" to "D" package.

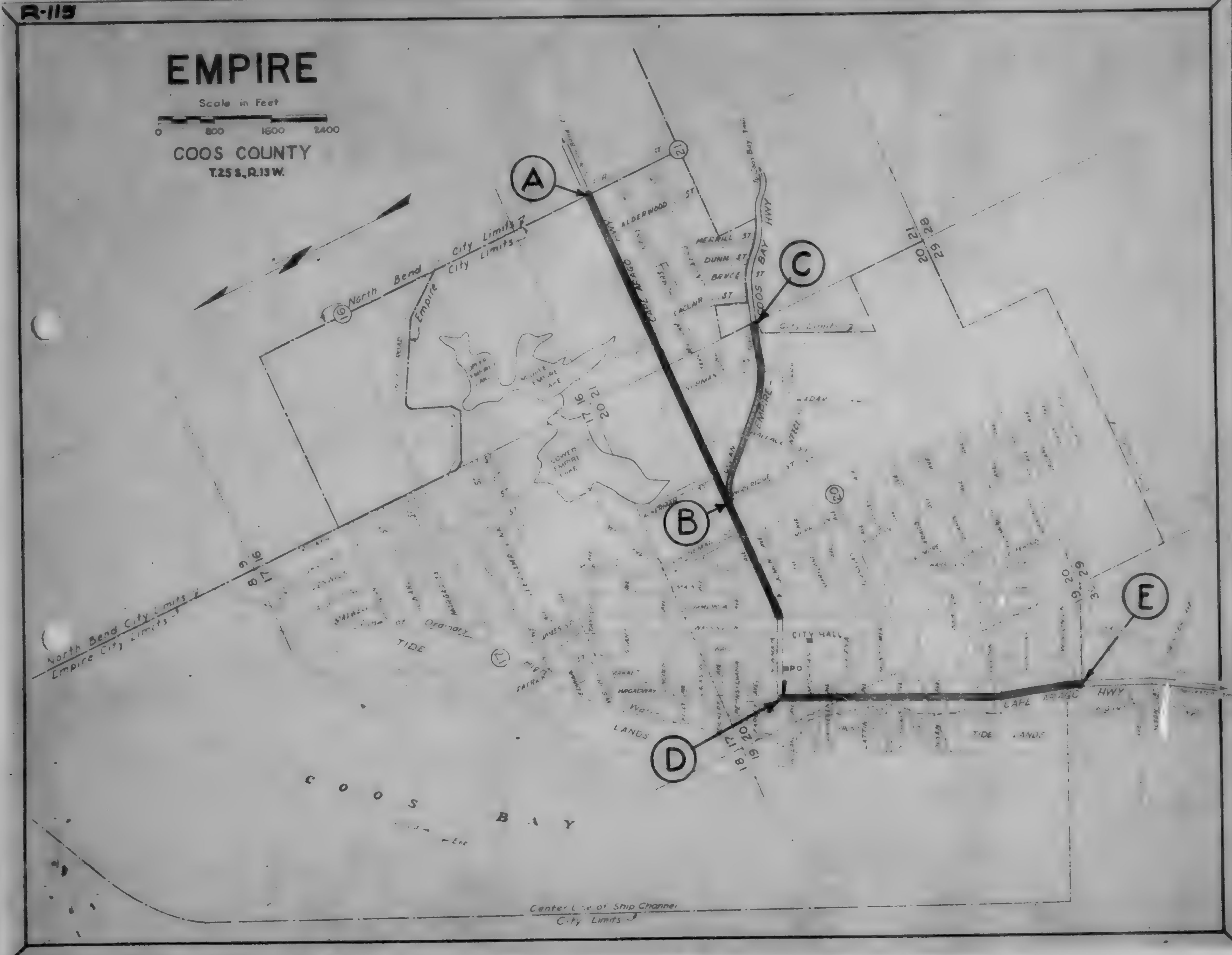
7. This was completely agreeable with Mr. Dyer, which will close out this file until sometime around the first of January 1961.

VDW

Victor D. Wolfe
Administrative Assistant

VDW:er

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Clarence Swenson
Mr. F. D. Morgan
Attachment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FORM 2-133-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 17, 1960

Mr. Fred Dyer
City Engineer
City Hall
Empire, Oregon

Dear Mr. Dyer:

This is in reply to Mr. Thom's letter of May 3, a copy of which you received, concerning the improvement of the Cape Arago Highway (Newmark Street) between Woolridge and Commercial Streets.

We cannot at this time give you an assurance that the State will cooperate in this project as it has not up to this time been submitted to the Highway Commission. It is assumed that after your public hearing on May 17, the City Council will decide whether or not to proceed with the project. If the City decides to proceed with the project, notify us immediately by letter, and the project will be presented to the Highway Commission for their action at their June 2 meeting. If approved by the Highway Commission, you will be promptly notified that the State will cooperate with the City in this project.

Due to a shortage in field engineering personnel and the lateness in the season it might not be possible to make a survey, prepare plans and specifications, and get this project under way in time for completion this fall; however, this cannot be determined definitely at this time. We will keep in contact with you regarding the timing if it is decided to proceed with the project.

I wish to remind you that it will be necessary for the City to make an advance deposit in the amount of the City's estimated share of the cost of the project prior to an award of a contract. The usual procedure is that after bids have been opened, if a satisfactory bid is received, the city's share is computed based

NOTED
V. D. WOLFE

on the low bid received and the city is notified of the advance deposit required before a contract can be awarded.

If you have any questions concerning this, please feel free to call or write.

I am still planning that trip down through your area and will stop to see you.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: Mr. Cameron C. Thom, City Attorney
Mr. Victor D. Wolfe

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MAY 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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Salem, Oregon
May 10, 1960

Widening and Curbs, City of
Empire - Survey

Mr. Tom Edwards
Construction Engineer
Office

Per the discussion in your office Friday, May 6, between Mr. Cooper, yourself, and me, request that at your earliest convenience you initiate a survey from the junction of the Cape Arago Highway with the Empire-Coos Bay Highway at approximately Woolridge Street to approximately Commercial Street, per the reconnaissance report of October 15, 1959.

Victor D. Wolfe
Administrative Assistant

VDW:ar

cc Mr. Forrest Cooper

MABEL A. McI RFF WILLARD W. McINTURFF CA ON C. THOM
WILLIAM M. COLLVER

McINTURFF & THOM
ATTORNEYS AT LAW
SUITE 304 HALL BUILDING
MAIL ADDRESS: BOX 748
COOS BAY, OREGON
TELEPHONE CONGRESS 7-3169

IN REPLY REFER
TO FILE NO.

May 3, 1960

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1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon.

Dear Mr. Swenson:

Cape Arago Highway

The City of Empire has passed a resolution indicating its intention to commence the improvement of Newmark street between Woolridge and Commercial in cooperation with the Highway Commission. A public hearing will be held on May 17, 1960 to afford the interested citizens an opportunity to remonstrate to the project.

The method of raising the city's portion of the moneys for this project would be through assessment of the benefited property and the sale of Bancroft bonds. If the project is not remonstrated, the assessment of the property and sale of the bonds will require approximately 60 days to complete. This being the only means for providing the required capital for the project, we would wonder what assurances you would need of completion of the assessment and bond sale in order to commit the State to the project. I am sure you appreciate our problem: if we do not get a State assurance that the project will be done until the money has been obtained from the sale of the bonds, then we will be faced with assessing the property holders, selling the bonds, and then possibly not having a paving project to show for the assessment in the event the State should find it is not in position to undertake the project this year.

Any specific information you may require relating to these matters can be obtained from the undersigned or from Fred Dyer, Empire city engineer. We will appreciate hearing from you in the near future.

Yours very truly,

Cameron C. Thom
City Attorney for Empire

CCT:MP
cc: Fred Dyer

FORM E-109-X 50M 9-39

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 17, 1960

Mr. Fred Dyer
City Manager
City Hall
Empire, Oregon

Dear Mr. Dyer:

This is in reply to your letter concerning the reconnaissance report and estimate of cost for improvement of the Cape Arago Highway in Empire which I forwarded to you at your request.

Please note in the first paragraph of the reconnaissance report that the estimates are based on a cursory field investigation. The 40% added to the estimated costs for engineering and contingencies is in a large part a contingency item to pick up construction items which might be overlooked on a cursory field investigation.

Engineering costs which would be added to the cost of this project would be the actual costs which have been approximating ten or eleven per cent of construction costs on projects similar to this proposed project.

I am sorry I did not point these things out in my letter of transmittal which accompanied the estimates and hope that this will clarify these matters.

I have been planning a trip down through Myrtle Point and Bandon in the near future and will drop in and see you at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

RECEIVED
MAR 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

CGS:mm

cc: Mr. Vic Wolfe

FORM E-30X—50M—2-59—19190

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

February 17, 1960

SUBJECT: Re Mr. Cooper's assignment
February 3, 1960
Widening project
City of Empire

To:
Mr. Tom Edwards
Construction Engineer
Office

Per your instructions, I have this date contacted Mr. Dyer, City Manager of Empire, via telephone for the purpose of clarification of his letter of January 20, 1960.

Mr. Dyer indicates that he was instructed by the city council to make a survey of the affected property owners on the basis that since the abutting properties would be considered the major benefactors of the proposed widening project of Newark Avenue from Woolridge to Broadway, they therefore should be assessed in the amount of the necessary city's contribution were this $70,000 project to be undertaken. This clarifies his statement that the results of the survey were promising.

I advised Mr. Dyer that there were no monies programmed for such a project and since I had not been acquainted with this proposal from its inception, that I was not in a position to know what recommendation Mr. Williams might choose to make to the Highway Commission.

This would be obviously an opening wedge on the part of the City of Empire for the improvement of all highway facilities within its corporate limits. I, of course, reiterated Mr. Williams statement contained in his November 3 letter to Mr. Dyer indicating that his $600,000 project was completely out of the question and Mr. Dyer conceded readily that the city would be in no position to tackle such an undertaking.

I committed the Department only to the extent that should such a project be looked upon with favor, that I would be most happy to make a field inspection in Mr. Dyer's company along with their consultant.

Victor D Wolfe
Victor D. Wolfe
Chief Locating Engineer

VDW:law

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FEB - 4 1960
FOR FILING

Salem, Oregon
February 3, 1960

Widening project
City of Empire

Mr. Tom Edwards
Construction Engineer
OFFICE

As you know, we have been having some commerce with the City of Empire over the possibility of a co-operative widening project. I have a cost estimate from Mr. Tebeau and other items in the file.

I am attaching a copy of a letter of January 20 from Mr. Fred C. Dyer, City Manager of Empire, and a copy of my reply.

Will you please have someone contact Mr. Dyer and find out the necessary details and give us a report and recommendation.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

Attach.

cc Mr. W. C. Williams

City of Empire
Pioneer City of Coos County
Founded in 1853
Empire, Oregon

REFERRED TO Cooper
State Highway Engineer

January 20, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

After receipt of your letter of November 3, 1959, and upon instruction of the City of Empire Council, a survey of the property owners who would be affected by the improvement of Newmark Avenue from Woolridge to Broadway was conducted. The results of the survey were very promising and the Council has instructed me to convey the interest of the City in the project as previously outlined.

It is our hope that the Highway Commission will give favorable consideration to this project and that construction can be commenced in the near future.

It is indeed heartening to see the splendid inter-governmental co-operation that has developed.

Thank you for your interest and continued co-operation.

Sincerely yours,

Fred C. Dyer

Fred C. Dyer
City Manager

FCD/c

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November 3, 1959

Mr. Fred C. Dyer
City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

In response to your request of September 28, I had a reconnaissance-type estimate made of highway improvement in the Empire area. The cost of making the improvements that you suggested is approximately $600,000. This amount is far beyond the ability of the Highway Commission to finance and I would assume it to be beyond the financial limits of the City of Empire if it were called upon to finance any substantial part of the improvement.

Based on the premise that any widening or improvement of streets outside of the portion used for so-called through traffic is more for the benefit of the City or abutting property owners, the Highway Commission normally requests a financial participation of 25 per cent for projects of this nature, with all participation ending at the back of the curbs. Assuming that the City were interested in co-operating in a project, I have asked that an estimate be made for improving Newmark Avenue from Woolridge Street to Broadway Street and find the cost of improving this section to be approximately $70,000. The improvement would consist of placing curbs where they are not now in existence and widening pavement curb to curb where needed. If the City would be interested in co-operating in improving this section, I will discuss the matter with the State Highway Commission; however, it should be clearly understood that this is not a commitment on the part of the State to engage in a co-operative project but merely exploring the possibility of entering the construction phase if and when funds were available for the work.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1959

SUBJECT: Widening of Cape Arago
Secondary Highway
City of Empire

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Replying to your assignment of October 1, 1959, on the above subject, I am attaching a reconnaissance report on this matter. You will note that the total cost to accomplish what the city would like would be approximately $600,000, which would be out of the question.

Referring to the attached map, the section from "A" to "B" presently carries approximately 3,500 ADT, so the existing facility should suffice for some time.

The section from "C" to "B" is on the Empire-Coos Bay Highway and while containing more curvature should still be adequate for some little time, as the traffic presently has a high of 4,800 ADT.

The section from "B" to "D" would cost approximately $75,000 to complete, that part of this section from Commercial to Broadway Streets having previously been widened to 56 feet, curb to curb. This section presently is carrying a high of 7,800 ADT and would be the only section that should be considered for improvement in the near future.

The section between "D" and "E" along Broadway is estimated to cost approximately $210,000 and presently traffic varies from 6,000 at Point "D" to 4,500 at Point "E". Inasmuch as the AASHO design book for urban areas gives the carrying capacity of a two-lane road with light turning movements up to 9,000 ADT, with a possible capacity of 1.4 times this figure, would question the advisability of improving this project in the near future.

It would be my recommendation that the city be advised that there are no monies for this improvement at present, but that this section "B" to "D" would be given serious consideration when funds are available on the basis that the city contribute 25 per cent of the cost.

RECEIVED
NOV - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards
Tom Edwards
Construction Engineer

DJB:law
Attachment

OHW E-20 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1959

SUBJECT: Widening and Curbs - City of Empire
Cape Arago and Empire-Coos Bay Highways
Coos County

To: Mr. Tom Edwards
Construction Engineer
Office

In accordance with instructions, estimates have been prepared for widening and curbs on the Cape Arago and the Empire-Coos Bay Highways within the corporate limits of the city of Empire in Coos County. A cursory field investigation was made to obtain data for the estimates.

Cape Arago Highway, between Commercial and Broadway Streets, had been improved in 1950 to a 56-foot curbed section with an asphaltic concrete wearing surface with the exception of a portion between Market and Broadway Streets which has a sidewalk but no curb on the southerly side; no improvement would be necessary other than the placing of a curb in this block. The unimproved sections, including both highways, are apparently surfaced with an oil mat in fair condition. The vertical alignment appears to be adequate. It is assumed that the 56-foot street section would be used having 3½ inches of asphaltic concrete on 12 inches of base; this full surfacing depth is used on the widened portions with a 1½-inch asphaltic concrete cap being placed over the existing pavement. No major grading is contemplated other than the widening. The only section requiring additional right of way for construction would be that portion of the Cape Arago Highway between east city limits of Empire to the Empire-Coos Bay Junction (Ocean Boulevard); right of way is presently 60 feet through this area.

There are sidewalks through the area previously improved in 1950. From field observation it appeared that an asphaltic concrete footpath on one side would be sufficient. From the east city limits to Commercial Street (Cape Arago Highway) this footpath would be on the north side and from Newmark Street southerly to the city limits it would be on the easterly side. On Ocean Boulevard from the east city limits to the Cape Arago Highway the footpath would be on the northerly side. These footpaths are placed to serve the majority. Costs for these footpaths, assumed to be borne by the city, are not included with the widening and curbs.

Costs for moving utility poles affected by the improvement are assumed to be borne by the respective companies and they are not included in the estimate. A summary showing the costs by unit is appended to this report. Unit costs are from the Cost Section.

Attached are estimates and sketch map outlining limits of the improvement.

J. E. Morelock
Assistant Chief Locating Engineer

By William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:fp:jw

Encl.

SUMMARY OF COST BY UNIT

UNIT	LENGTH MILES	GRADE AND PAVE	RIGHT OF WAY	SUBTOTAL ESTIMATED COST	PEDESTRIAN WALKS *	TOTAL ESTIMATED COST
East City Limits-Woolridge Street (A-B)	0.85	$200,000	$3,200	$203,200	$ 6,800	$210,000
East City Limits-Woolridge Street (C-B)	0.40	95,600	- - -	95,600	3,200	98,800
Woolridge Street-Broadway Street (B-D)	0.56**	71,700	- - -	71,700	2,000	73,700
Newmark Avenue-South City Limits (D-E)	0.84	201,500	- - -	201,500	6,700	208,200
TOTALS	2.65	$568,800	$3,200	$572,000	$18,700	$590,700

* Costs shown for pedestrian walks assume an asphaltic concrete footpath on one side only. If concrete walks **are** used in lieu of the footpath, the costs would be increased to $10,400, $4,900, $3,100 and $10,200 respectively for a total cost of $28,600. **To include walks on both sides, these costs would be approximately doubled.**

** Distance shown is total length of unit. **Commercial** Street to Broadway widened and curbed in 1950 to a 56-foot street section; no improvement is contemplated. Construction length is 0.25 mile and extends from Woolridge Street to Commercial Street. South side of street between Market and Broadway needs to be curbed.

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT A-B

RECONNAISSANCE ESTIMATE

0.85 MILE

Item	Unit	Net	Allow	Gross	Unit Price *	Amount
1. Clearing and Grubbing	All	100%	- - -	100%	Lump Sum	$ 1,000
2. Drainage	Mile	0.85	- - -	0.85	$10,000	8,500
3. General Excavation	Cu. Yd.	1,870	470	2,340	1.25	2,925
4. Finish Roadbed and Slopes	Mile	0.85	- - -	0.85	1,000.00	850
5. Type "C" Concrete Curbs	Cu. Yd.	314	76	390	50.00	19,500
6. Base Course	Cu. Yd.	6,455	1,615	8,070	4.75	38,330
7. Leveling Course	Cu. Yd.	2,040	510	2,550	5.00	12,750
8. Sprinkling	M-gal	213	52	265	3.00	795
9. Aggregate in Binder	Cu. Yd.	250	62	312	6.00	1,870
10. Asphalt in Binder	Ton	40	10	50	55.00	2,750
11. Asphaltic Concrete	Ton	4,278	1,072	5,350	10.00	53,500

Subtotal	$142,770
Engineering & Contingencies	57,230
Grading and Paving	$200,000
Right of Way	3,200
ESTIMATED CONSTRUCTION COST	$203,200

* From Cost Section

Pedestrian Walk **	(A.C. Footpath)	Lump Sum	$ 6,800
Pedestrian Walk	(Concrete Walk)	Lump Sum	$10,400

** Cost assumed to be borne by city and is not added to estimate.

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT C-B

RECONNAISSANCE ESTIMATE

0.40 MILE

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE *	AMOUNT
1. Drainage	Mile	0.40	- - -	0.40	$10,000.00	$ 4,000
2. General Excavation	Cu. Yd.	1,820	455	2,275	1.25	2,845
3. Finish Roadbed and Slopes	Mile	0.40	- - -	0.40	1,000.00	400
4. Type "C" Concrete Curbs	Cu. Yd.	148	37	185	50.00	9,250
5. Base Course	Cu. Yd.	3,040	760	3,800	4.75	18,050
6. Leveling Course	Cu. Yd.	960	240	1,200	5.00	6,000
7. Sprinkling	M-gal.	100	25	125	3.00	375
8. Aggregate in Binder	Cu. Yd.	120	30	150	6.00	900
9. Asphalt in Binder	Ton	20	5	25	55.00	1,375
10. Asphaltic Concrete	Ton	2,010	500	2,510	10.00	25,100

Subtotal	$68,295
Engineering & Contingencies	27,305
Grading and Paving	$95,600
Right of Way	- - - -
ESTIMATED CONSTRUCTION COST	$95,600

* From Cost Section

Pedestrian Walk **	(A.C. Footpath)	Lump Sum	$3,200
Pedestrian Walk	(Concrete Walk)	Lump Sum	$4,900

** Cost assumed to be borne by city and is not added to estimate

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT D-E

RECONNAISSANCE ESTIMATE

0.84 MILE

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE*	AMOUNT
1. Clearing and Grubbing	All Spec.	100%	- - -	100%	Lump Sum	$ 500
2. Drainage	Mile	0.84	- - -	0.84	$10,000.00	8,400
3. General Excavation	Cu. Yd.	3,820	955	4,775	1.25	5,970
4. Finish Roadbed and Slopes	Mile	0.84	- - -	0.84	1,000.00	840
5. Type "C" Concrete Curbs	Cu. Yd.	310	80	390	50.00	19,500
6. Base Course	Cu. Yd.	6,380	1,595	7,975	4.75	37,880
7. Leveling Course	Cu. Yd.	2,020	505	2,525	5.00	12,625
8. Sprinkling	M-gal.	210	50	260	3.00	780
9. Aggregate in Binder	Cu. Yd.	250	60	310	6.00	1,860
10. Asphalt in Binder	Ton	40	10	50	55.00	2,750
11. Asphaltic Concrete	Ton	4,230	1,060	5,290	10.00	52,900

Subtotal	$144,005
Engineering & Contingencies	57,495
Grading and Paving	$201,500
Right of Way	- - - -
ESTIMATED CONSTRUCTION COST	$201,500

* From Cost Section

Pedestrian Walks **	(A.C. Footpath)	Lump Sum	$ 6,700
Pedestrian Walks	(Concrete Walk)	Lump Sum	$10,200

** Cost assumed to be borne by the city and is not added to estimate.

EMPIRE CITY SECTION
CAPE ARAGO AND EMPIRE-COOS BAY HIGHWAYS
COOS COUNTY

OCTOBER, 1959

UNIT B-D

RECONNAISSANCE ESTIMATE

0.56 MILE *

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE*	AMOUNT
1. Drainage	Mile	0.25	- - -	0.25	$10,000.00	$ 2,500
2. General Excavation	Cu. Yd.	1,590	400	1,990	1.25	2,490
3. Finish Roadbed and Slopes	Mile	0.25	- - -	0.25	1,000.00	250
4. Type "C" Concrete Curbs	Cu. Yd.	110	30	140	50.00	7,000
5. Base Course	Cu. Yd.	2,280	570	2,850	4.75	13,540
6. Leveling Course	Cu. Yd.	720	180	900	5.00	4,500
7. Sprinkling	M-gal.	75	20	95	3.00	285
8. Aggregate in Binder	Cu. Yd.	90	25	115	6.00	690
9. Asphalt in Binder	Ton	15	5	20	55.00	1,100
10. Asphaltic Concrete	Ton	1,510	380	1,890	10.00	18,900

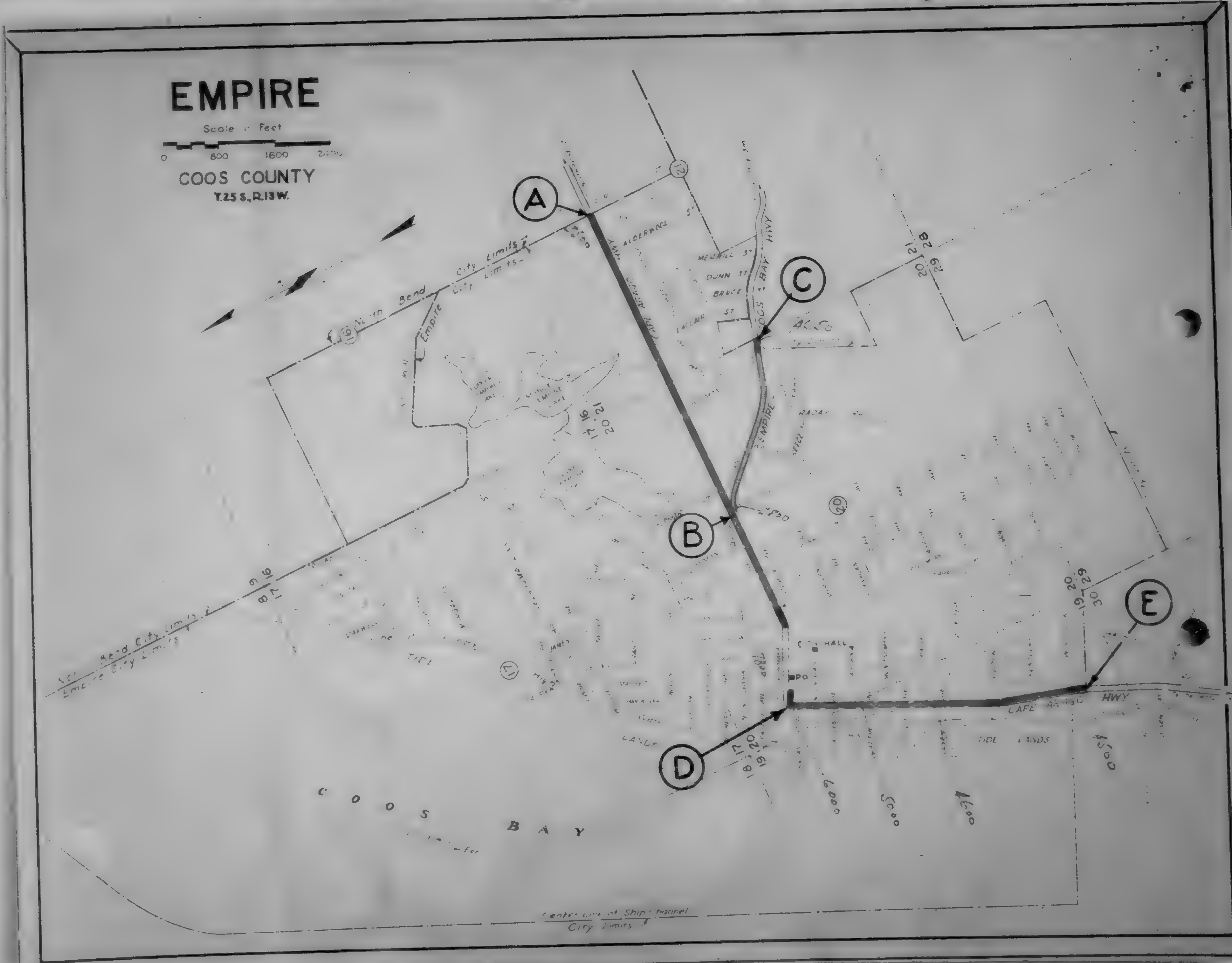
Subtotal	$51,255
Engineering and Contingencies	20,475
Grading and Paving	$71,700
Right of Way	- - - -
ESTIMATED CONSTRUCTION COST	$71,700

* 0.56 Mile is total length
0.25 Mile only is in need of improvement.

** From Cost Section

Pedestrian Walks ***	(A.C. Footpath)	Lump Sum	$2,000
Pedestrian Walks	(Concrete Walks)	Lump Sum	$3,100

*** Cost assumed to be borne by the city and is not added to estimate.


EMPIRE
Scale in Feet
0 800 1600 2400
COOS COUNTY
T.25 S., R.13 W.
A
B
C
D
E
North Bend City Limits
Empire City Limits
CAPE ARAGO HWY
COOS BAY HWY
EMPIRE
ALDERWOOD ST
MERRILL ST
DUNN ST
BRUCE
LACLAIR ST
ALSO
RADAR
CITY HALL
P.O.
TIDE LANDS
COOS BAY
Center Line of Ship Channel
City Limits
12
16
20
17
17 16
20 21
9 16
8 17
20 21
29 28
19 20
30 29
18 17
19 20
6600
7800
7900
6000
5000
4600
4500

FORM 2-128-X

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
15 1959
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 14, 1959

Mr. Fred C. Dyer
City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

This will reply to your letter of September 25 which conveys an offer of additional right of way adjoining the property owned by Mr. Earl Bruce.

Investigation by our Construction Division indicates that we have no plans which would require acquisition of additional right of way in this vicinity or construction of curbs and sidewalks along the front of Mr. Bruce's tavern.

We, therefore, decline Mr. Bruce's offer to donate this right of way in exchange for curb and sidewalk construction. We shall appreciate your extending our thanks to him for his courtesy in offering the additional parcel of land.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

bcc Mr. Floyd Query✓

NOTED
FLOYD QUERY

RECEIVED
APR 6 1961
FOR FILING

S-207( )
[illegible]

Salem, Oregon
April 5, 1961

Hearing Information
Woolridge Street-Commercial Street
Empire
Cape Arago Highway

Mr. C. G. Swenson
County-City Relations Engineer
BUILDING

Will you take the necessary steps to ascertain if a hearing will be necessary on the above named project. Twenty copies of the hearing map are attached.

Victor D. Wolfe
Administrative Assistant

VDW:mm
attach.
cc Forrest Cooper
Tom Edwards

FORM E-30 80M 7-60 29298

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1961

SUBJECT: Hearing Maps
Woolridge Street-Commercial Street
Empire
Cape Arago Highway

To:

Mr. Victor D. Wolfe
Administrative Assistant
BUILDING

Attached are twenty copies of the above named hearing map. This has been discussed with the Bureau of Public Roads and they have no objections.

Will you please determine if a hearing is needed and if so, advise the date.

Tom Edwards
Construction Engineer

By

D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
APR 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 29, 1959

SUBJECT:

To:
Mr. Tom Edwards
Construction Engineer

Office

Attached is a photo copy of a letter addressed to the Commission by Fred C. Dyer, City Manager of the City of Empire.

Mr. Dyer disclosed the fact that Earl Bruce, an innkeeper in the City of Empire, is desirous of bartering a portion of his property for the construction of curbs and sidewalks.

Will you please advise whether there are plans under consideration which would require the acquisition of the property involved.

If the property under discussion is not needed - and I am sure it isn't - we shall convey our thanks to Mr. Bruce for his gracious offer.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

Attachment

bcc Mr. Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
SEP 29 1959
FOR FILING

September 28, 1959

Mr. Fred C. Dyer
City Manager
Empire, Oregon

Dear Mr. Dyer:

In this morning's mail we received your letter of September 25 and a print of a portion of the City of Empire.

The letter and the print are being forwarded to the Legal and Right of Way Department, attention of Mr. Walter Wright, Right of Way Engineer, who we believe can advise you as to what action is feasible from the Highway Department's standpoint concerning the proposal made by the owner of Lot 5, Block 30.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Walter T. Wright
Right of Way Engineer

CITY OF EMPIRE
PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853
EMPIRE, OREGON

REFERRED TO
Cooper
By State Highway Engineer

September 28, 1959

Mr. W. C. Williams
State Highway Endineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you for your letter of September 16, 1959. The City of Empire is primarily interested in the widening of the Cape Arago State Highway and Ocean Blvd..

The ultimate desire is to have the highways fully developed complete with curbs and pedestrian walks, however, the cost of any project will determine the extent that the city can cooperate.

It has become apparent in recent years that there is and will continue to be an increased volume of traffic over these highways and it is the feeling of the Council that now is the opportune time to start proceding with improvements.

I appologize for the general nature of my previous inquery.

Thank you for your continued good will and cooperation.

Sincerely yours,

Fred C. Dyer
Fred C. Dyer
City Manager

FCD/c

NOTED
[illegible] COOPER

RECEIVED
SEP 30 1959
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

CITY OF EMPIRE

PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853

EMPIRE, OREGON

September 25, 1959

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

A matter has been brought to our attention that may be of interest to the State Highway Commission concerning property adjoining yhe highway right-of-way through the City of Empire.

Enclosed please find a print showing the situation.

The owner of lot 5, block 30, Town Plat of Empire City, wants to trade a dedication of the Northerly 10' of said lot for curbs and sidewalks at no cost to him.

The City of Empire is not interested in his proposal but thought perhaps the Commission might be.

The owner is Mr. Earl Bruce c/o Bank's Tavern, Empire, Oregon.

Thank you for past favors and cooperation.

Sincerely yours,
CITY OF EMPIRE

Fred C. Dyer

Fred C. Dyer
City Manager

FCD/c

RECEIVED
8 1959
ORE
STATE HIGHWAY COMMISSION

RECEIVED
SEP 17 1959
FOR FILING

September 16, 1959

Mr. Fred C. Dyer
City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

I have your letter of September 11 in which you inquire as to the possibility of doing some work on the Cape Arago Secondary Highway in Empire. It is difficult to advise you, as your letter is so general that I do not know what you have in mind.

If you have some specific project that you wish considered, I would suggest that you give me rough details in a letter so that we may be able to make an analysis, including cost figures, after which I could advise you as to procedures and of any possible city participation. All construction projects in the state must be approved by the State Highway Commission and money allocated by it.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper

FC:fn:ae

CITY OF EMPIRE
PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853
EMPIRE, OREGON

REFERRED TO
Cooper
By State Highway Engineer

September 11, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

The City of Empire is very much interested in an improvement of the Cape Arago State Highway through Empire.

At the present time we are seeking information as to correct procedure in the accomplishment of such a project as well as approximate cost.

Your aid in this matter will be greatly appreciated.

Thank you for your continued interest and cooperation.

Sincerely yours,

Fred C. Dyer

Fred C. Dyer
City Manager, FRB
The City of Empire
Coos County
Oregon

NOTED
FORREST COOPER

FCD/c

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1959
OREGON
STATE HIGHWAY COMMISSION

S-363(5) Snowshoe Camp-Star Cr. Sec., 1961
Paulina-Logdell Road
#6001

C&A
2386

Grant Co
FAS 453

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1971

Hillery Stout, Roadmaster
Grant County Courthouse
Canyon City, Oregon 97820

Dear Mr. Stout:

As per the request from your office we are enclosing "As Constructed" plans for the following projects on the Paulina-Logdell Road.

Star Cr?
Snowshoe Camp-Stone Creek Section — Contract 6001
South Fork John Day River Section — " 5284
Wickiup Creek-Logdell Section — " 5588

We trust these project plans will cover the area of your interest.

Very truly yours,

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

RECEIVED
COUNTY & CITY SECTION
[illegible]
☐ ~~ENGR.~~ ☑ [illegible] ☑ CE ☒ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

GCW:jf
Attachment
cc: H. S. Cox ✓

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-13-63	CS 92[illegible]		512-103[illegible]-297

Contract 6001
S-363 (5)

RECEIVED
AUG 15 1963
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER 79418

-
- Grant County
- Courthouse
- Canyon City, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Snowshoe Camp-Starr Creek Section, FAS [illegible]. Covered by agreement dated May 4, 1961.			
Original advance deposit		25,200.00	
Less amount previously transferred		20,200.00	
			5,000.00
County's share as per attached statement		20,930.86	
Less amount previously transferred		20,200.00	
			730.86
To be refunded			

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
V. R. JONES

NOTED
H. S. COX

August 9, 1963

NOTED
DON HARWELL

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the Snowshoe Camp-Starr Creek Section of FAS 453, Contract No. 6001, as shown in the attached cost statement.

In accordance with an agreement dated May 4, 1961, a refund of $4,629.14 is due the County. You will receive a refund in this amount from our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Att.

RECEIVED
SEP 17 1962
FOR FILING

6001

September 12, 1962

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

Contract #6001 awarded to Russell Olson Const. Co. Inc., for oiling the Snowshoe Camp-Star Creek Section of the Paulina-Logdell Road (FAS 453) in Grant County was completed on August 13, 1962, and accepted by the Highway Commission on August 27, 1962.

Final payment, in the amount of $3,281.90 will be released to the contractor on or after September 19, 1962. The total contract amount is $109,293.21 including $672.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

RECEIVED
SEP 4 1962
FOR FILING

6001

August 31, 1962

Fireman's Fund Insurance Company
3333 California St.
San Francisco, California

Gentlemen:

Semi-final payment on contract #6001 for oiling on the Snowshoe Camp-Star Creek section of the Paulina-Logdell Road (FAS 453) in Grant County, will be released to the contractor, Russell Olson Const. Co., Inc., on or after September 10, 1962.

This payment will be in the amount of $18,327.29 and reduces the retained percentage to $3,257.90.

No claims for labor or materials have been filed with us.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc - Russell Olson Const. Co., Inc.
P.O. Box 272
Pendleton, Oregon

Waldron's Inc.
W.A. Lloyd, Res. Agent
Milton-Freewater, Oregon

RECEIVED
SEP 5 1962
FOR FILING

6001

August 28, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 13 on Contract 6001. The contract was with Russell Olsen Construction Company, Inc., and was oiling on the Snowshoe Camp-Star Creek Section of the Paulina-Logdell County Road in Grant County.

As the contractor has completed all work according to specificiation, I recommend that you accept the project effective August 27, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw hlb

Form E-1—(Rev.)—

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 24, 19 62

Section Snowshoe Camp-Star Creek

Kind of work Oiling

Highway Paulina-Logdell County Grant

Section prefix 512-1036-900

Contractor Russell Olsen Construction Co.

Contract number 6001

Date of contract November 27, 19 61

Specified work days 55

Date work started May 17, 19 62

Work days used 14

Project authorization $ 125,446.75

Exclusive of engineering $ 116,544.67

Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering $109,282.78

Estimated per cent overrun or underrun 6.2 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $8,922.08

Engineering cost to date $5,638.15, 63 %

Date project was completed August 13, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted to Division Engineer on Thursday.

Three men working on Semi-Final Estimates, cleaning office, etc.

Project completed. Final Report.

AUG [illegible] 1962

MKB

B

Signed

Address 252 South Date Averue, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				12.8	
Miles partially completed					
Miles completed				12.8	
Total estimated quantities (contract)				1,010 tons 12,850 cu.yd.	
Total quantities corrected to date				984.64 tons 9,843 cu.yd.	
Estimated quantities moved or placed to date		2,915 C.Y.		984.64 tons 9,843 cu.yd.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				0	
Hours per shift				0	
Average force on project for week				0	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM E-123X 100M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ames

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
AUG 16 1962
ENGINEER
COUNTY & CITY RELATIONS

August 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

NOTED
R. H. FRANCE

Dear Sir:

This is to advise you that work was completed on August 13, 1962, on Contract No. 6001, Snowshoe Camp-Star Creek Section, in Grant County, in connection with Federal Aid Project No. S-363(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: H. S. Cox

Letter to [illegible]
8-16-62
V

NOTED
S

CONSTRUCTION DIVISION
RECEIVED
JUL 18 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 16, 1962

SUBJECT: Snowshoe Camp-Star Creek
FAS 453
Base Depth Certification
"Grant Co

NOTED
ELL

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

As requested, a check was made on the depths of crushed rock on the subject project. The project is in two sections. The West section is from M.P. 0 - 6.7 with a specified depth of 10". The East Section starts at M.P. 6.7 and goes to M.P. 12.8 with a specified depth of 14" crushed base.

West Section (M.P. 0-6.7) Specified Depth 10" crushed base

Mile Point 0.2 - 16 " Crushed base
Mile Point 1.0 - 11 " Crushed base
Mile Point 2.0 - 12½" Crushed base
Mile Point 3.0 - 11 " Crushed base
Mile Point 4.0 - 10 " Crushed base
Mile Point 4.5 - 12 " Crushed base
Mile Point 5.0 - 11 " Crushed base
Mile Point 5.5 - 12 " Crushed base
Mile Point 6.0 - 14 " Crushed base
Mile Point 6.5 - 14 " Crushed base

East Section (M.P. 6.7-12.8) Specified Depth 14" crushed base

Mile Point 7.3 - 14" Crushed base
Mile Point 8.0 - 14" Crushed base
Mile Point 8.5 - 17" Crushed base
Mile Point 9.2 - 16" Crushed base
Mile Point 9.8 - 15" crushed base
Mile Point 10.2 - 14" Crushed base
Mile Point 10.5 - 16" Crushed base
Mile Point 11.1 - 15" Crushed base
Mile Point 11.7 - 19" Crushed base
Mile Point 12.5 - 15" Crushed base

RECEIVED
19 1962
ENGINEER
ATIONS

The above tests show that the specified depth of rock is on the subject project.

REFERRED TO
Pease
By Ass't. Construction Engineer

GORDON COCHRAN
Geologist

OC:vm
cc: Construction Dept.
Mr. L.C. Johnston
Mr. Carlisle Batie

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NO. [illegible]
19 [illegible]

No 453

La Grande, Oregon
April 1[illegible], 19[illegible]

NOTED
JOHN D. GRAHAM

NOTED
DON [illegible]ELL

Honorable [illegible] Holland
Grant County Judge
Canyon City, Oregon

NOTED
R. H. PRANGE

Dear Sir:

Following our inspection trip over the [illegible] Camp-Bear Creek section last week, I think it would be wise to document the records with a verification of statements and opinions rendered.

Regarding the breakup you are experiencing on the easterly end of this section, it is my belief that the smaller areas can be cured merely by opening the soft spots by blading off the surfacing and allowing the subgrade to dry out. Following the drying action the surfacing can be replaced and compacted. After these are protected with an umbrella consisting of oil mat wearing surface, it is doubtful whether or not the moisture content in the subgrade would ever become great enough to allow this distortion and softening of the mud and dirt to re-occur.

The larger areas probably should be excavated and backfilled with course granular material to provide a drain for any moisture. It is also the possibility in the larger areas that a portion of the surfacing material may have become contaminated by a pumping action forcing mud and clay into the surfacing rock. Any material so contaminated should be wasted.

The failure you are experiencing on this portion of the section is not a failing of the surfacing but rather a failure of the subgrade. This failure was caused by too much moisture penetrating the dirt and the impact of vehicles going over the section causes a pumping action resulting in the wet dirt and clay becoming soft and spongy.

As you know and have complained about to some extent, last summer we requested the county to increase the depth of crushed rock over pit run shale on the westerly portion of this section. This was due to the placing of shale materials containing more dirt than we were told would be placed and was an increase in thickness of crushed base from eight inches to ten inches in depth. Shale is merely mud and dirt that over a period of time has been compacted and changed into a rocky material. When exposed to air, and over a period of time, this shale will revert back to soil. The failure we were attempting to forestall by requesting this increase last summer was a failure of the surfacing materials rather than a failure of the subgrade such as you are experiencing at the present time. It is our conviction that the free draining subgrade of which the westerly portion of the section is constructed, as well as the lift of shale that has been placed, can be protected by this ten inch layer of crushed rock and the oil mat wearing surface.

I am looking forward to stopping to visit with you on my trips through John Day in the future. Please do not hesitate to contact us if we can be of help or assistance to you.

Very truly yours,

A. F. Larson
Division Engineer

Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: Mr. Percy Jellum
Mr. H. S. Cox
Mr. F. D. Morgan
Mr. I. C. Johnson

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-26-62	CC-734		512-1036-297

INVOICE NUMBER 73069

- Grant County
- Canyon City, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

R. JONES

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			25,200.00
Advance Deposit			
Partial transfer county advance deposit for Snowshoe Camp-Starr Creek Section, FAS 453. Covered by Agreement dated May 4, 1961.			20,200.00
			5,000.00
To be retained			

NOTED
JOHN D [illegible]

NOTED
R. H. PRANGE

RECEIVED
JAN 26 1962
ENGINEER
COUNTY & CITY RELATIONS

[illegible] COURT

Cash Received
By

A 150 (REVISED 7-60)

GRANT COUNTY
CANYON CITY, OREGON

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
Harold C. Ayers

January 17, 1962

NOTED
[illegible]

State of Oregon
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

notified Co.-City — (John Graham)
check sent to Acct. Div.
1-22-62 C.H.

Gentlemen:

Enclosed is check for $25,200.00. This amount represents Grant County's portion of contract for the Snowshoe Camp-Star Creek Section of FAS 453.

This money, which was originally forwarded to you June, 1961 by check No. 5896, was later returned to Grant County at our request in order that we could utilize these funds until they were needed.

In returning the money, I would like to take this opportunity to thank you for the courtesy shown in this transaction.

Very truly yours,

FLOYD L. OFFICER
GRANT COUNTY TREASURER
CANYON CITY, OREGON

NOTED
JOHN D. GRAH

RECEIVED
JAN 22 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 22 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 11 1962
FOR FILING

COMMISSIONERS
M[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6001

January 10, 1962

Russell Olson Const. Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6001, awarded November 27, 1961, for oiling the Snowshoe Camp-Star Creek Section of the Paulina-Logdell Road (FAS 453) in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MONTHLY TRANSACTION NO.
AN 3 1962
FOR FILING
1-14

12-29-61

Form Approved; Budget Bureau No. 41-R2089

PROJECT REPORT NO. 4 5 6801	FO. PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Grant
		PROJECT NO. S-363(5)

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-29-61

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 7 mi. W. to 6 mi. E. Logdell
(Snowshoe Camp-Star Creek Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-61	12.8
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,678.00	$ 77,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By R. L. Porter
Asst State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~By~~ C. G. Polk
(Division Engineer)
By: RCWright
R. C. Wright, Administrative Manager
Date executed by Division Engineer December 29, 1961

December 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Snowshoe Camp-Star Cr. Section, Project No. S-363(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

November 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Snowshoe Camp-Star Creek Section, Project No. S-363(5).

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

RNC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-365(5)

SNOWSHOE CAMP-STAR CREEK SECTION OF THE PAULINA-LOGDELL ROAD IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 30, 1961

Type Code 5231
Roadway (M.P. 47.0 to M.P. 59.8)(Contract 6001)

Preparation of Base	12.80 miles	$200.00	$ 2,560.00
3/4" - 0 Material in Binder Course	1,360 cu. yds.	4.40	5,984.00
Furnishing and Placing Aggregates	8,490 cu. yds.	4.80	40,752.00
MC-2 Asphalt	210 tons	52.00	10,920.00
120-150 Asphalt	620 tons	50.00	31,000.00
RS-1 Asphalt	180 tons	52.00	9,360.00
3/4" - 0 Material in Shoulders	3,000 cu. yds.	3.00	9,000.00
Sprinkling	300 M-gal.	4.00	1,200.00
			$110,776.00
Flagging (37½% of Contractor's Cost)	All Required		750.00
	Subtotal		$111,526.00
	10% Engr. & Cont.		11,152.00
	Total		$122,678.00

Length of Roadway 12.800 miles
Cost of Roadway per Mile $9,584.21

Federal Funds	$ 77,200.00
State Funds	22,739.00
County Funds	22,739.00
	$122,678.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

December 8, 1961

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

The contract for the Snowshoe Camp-Star Creek Section of FAS 453 was awarded to the Russell Olson Construction Company, Inc., on November 27, 1961. This will permit the contractor to expedite his crushing operations in order that oiling aggregates will be available for use during the coming summer.

The County's advance deposit will be the $25,200 requested in Mr. H. S. Cox's letter of May 24, 1961, which you sent us and which we later returned to you at your request. A copy of the contract and a set of plans is enclosed for your records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm

RECEIVED
DEC 4 1961
FOR FILING
(5)
[illegible]

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Snow Shoe Camp-Star Creek Section
S-363(5), FAS 453, Grant County

Dear Sir:

Under date of May 1, 1961, you advised us that you were withholding approval of an award of contract for the above-cited project until the base for the paving was made adequate. Bids were taken on this project on May 23, 1961. The low bidder was the Russell Olson Company. The bid was satisfactory, and it was referred to the Engineer with authority to award when the base course was brought to adequate standards. The base course is under construction by Grant County. They have completed the major portion of their work and have material stockpiled to complete it. The County has agreed to complete the work early in June of 1962.

It is advisable that aggregate for the surfacing be produced during the winter and early spring so that the bituminous surfacing can be completed during the summer season. In order that this may be done, we have awarded the contract to the Russell Olson Construction Company on their bid submitted May 23. No surfacing will be placed until such time as the base is adequately prepared.

Very truly yours,

Forrest Cooper
Acting Construction Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Forrest Cooper, Mr. R. L. Porter, Mr. L. M. Young,
Mr. M. S. Cox, Mr. A. F. Parson

Later awarded this
contract probably
Nov. 20th. without
our knowledge.

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

November 27, 1961

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Snowshoe Camp-Starr Creek Section
FAS 453, Grant County

NOTED
V. R. JONES

Dear Sir:

In order to facilitate our negotiations with the Bureau of Public Roads concerning the award of the above project, which I discussed with you in our telephone conversation of this date, it would be appreciated if you would send us a letter stating that the County's advance deposit would be available in early January, 1962.

I contacted Mr. Percy Jullem of the Russell Olsom Construction Company today and he stated that an award in January would be satisfactory to him as it would give him time to arrange for the crushing of the materials needed in the oiling work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne Jones
Verne R. Jones
Planning Engineer, County & City Relations

VRJ:mm

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

November 27, 1961

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Snowshoe Camp-Starr Creek Section
FAS 453, Grant County

NOTED
V. R. JONES

Dear Sir:

In order to facilitate our negotiations with the Bureau of Public Roads concerning the award of the above project, which I discussed with you in our telephone conversation of this date, it would be appreciated if you would send us a letter stating that the County's advance deposit would be available in early January, 1962.

I contacted Mr. Percy Jullem of the Russell Olson Construction Company today and he stated that an award in January would be satisfactory to him as it would give him time to arrange for the crushing of the materials needed in the oiling work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R Jones
Verne R. Jones
Planning Engineer, County & City Relations

VRJ:mm

GRANT COUNTY
CANYON CITY, OREGON

November 27, 1961

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. V. R. Jones

Dear Mr. Jones:

This letter is to acknowledge your telephone call, concerning the oiling of the Snowshoe Camp-Star Creek Section of F.A.S. 453.

I have contacted Carlyle Batie, our Roadmaster, and he agrees it will not be possible for the contractor to set up until sometime after the first of the year, depending on when the snow leaves.

Grant County's share of the contract money has already been appropriated and is on interest to become due on January 20, 1962. If it is your wish, it will be sent to you on that date.

In regard to F.A.S. 452, at Prairie City, we are now crushing finer gravel for the base. We would appreciate a letter approving the rock being used at our crusher site.

Yours very truly,

Leslie Holland

Leslie Holland,
County Judge

LH/meg

RECEIVED
NOV 29 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

La Grande, Oregon
September 25, 1961

SUBJECT: Snowshoe Camp-Star Creek Section
FAS 453

To:

Memo to File

The material represented by Laboratory Report No. 570480, (Data Sheet No. A-90386) is material placed by the Grant County Forces to hold crushed surfacing when sprinkling was no longer available this summer. They are aware of the necessitity of removing all of this material before future surfacing is placed on the road.

A. F. Parson
Division Engineer

by H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:gb

cc H. S. Cox ✓
Tom Edwards
G. L. Decker
V. L. Moore

RECEIVED
SEP 26 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM 2-123 5M 10-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 18 1961
ENGINEER
COUNTY & CITY RELATIONS

La Grande, Oregon
September 15, 1961

Grant County Court
Canyon City, Oregon

Attention: Honorable Leslie Holland
County Judge

Dear Sir:

After my visit with you yesterday morning, I went over the Izee Road as far as the county has placed any of their surfacing, and also stopped and looked at the material being stockpiled in the quarry site.

I noticed one stretch for four and one-half miles in the middle of the job over most of the piece constructed under Morgan Bros. contract this last year, that some clay had been added to the crushed surfacing. In talking to one of your men at the crusher site, he stated this material had been placed on the road when you were no longer able to pump water for processing and that it would be removed before any further surfacing was placed on top. It is important that this material not be incorporated in the base surfacing.

The crushed materials being produced by the county, when properly processed, form a dense, well shaped roadbed on which an oil mat can be placed. The material itself does break down somewhat under traffic and rolling, and forms a good surface that will be satisfactory and not require different material for a leveling course.

I hope this answers your question and if I can be of future assistance or help, please do not hesitate to contact me.

Sincerely yours,

A. F. Parson
Division Engineer

By
H. S. Coulter

H. S. Coulter
Assistant Division Engineer

Copy to Decker, Lab.
9/18/61

HSC:if
cc: H. S. Cox

FORM E-30 50M 8-61 24397

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 15, 1961

SUBJECT: Final Accounting
FAS projects

To:

Mr. H. S. Cox
Asst. County & City Relations Engr.
Salem

I had a visit with Judge Holland in Canyon City yesterday. The Judge raised a question that I could not answer, but advised him that I would obtain the information for him.

Is it common practice for the county courts to receive a final accounting at the completion of a FAS project? Grant County has not been receiving any kind of accounting indicating what the final costs were or what the county's share might have been.

If available, Judge Holland would like to receive the accounting on Morgan Bros. project (Wickiup Cr.-Logdell, contract 5588).

[illegible]

Judge Holland also asked me to pass on to you information that the funds for the Snowshoe Camp-Star Creek Section will be available in January and to thank you for allowing them the use of the money for these past few months. Apparently they have invested the money so that the county will have realized about $2,000 in interest by that time.

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj

RECEIVED
SEP 18 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 18 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 25, 1961

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge Holland:

Enclosed is a copy of a letter to Mr. G. L. Decker, our Soils and Geology Engineer, alerting him to your request regarding FAS 452 easterly from Prairie City. As considerable time has elapsed since the original base design, this office feels that a field review of this section would be in order. As soon as this new design has been made, you will be informed. File

Your assumption regarding contract awarding on the Snowshoe Camp-Star Creek project, FAS 453, is slightly in error as this project will be eligible for awarding of a contract when the following conditions are met:

(1) Surfacing completed by Grant County.

(2) Certification issued by our soils division.

(3) Advance deposit of $25,200 received by our accounting division.

It is the intent of the Highway Department to award this contract at the earliest possible moment although actual work will not be accomplished until next year.

Mr. Percy Jellum of Olson Construction Company has been informed of the foregoing conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County & City Relations Engineer

HSC:wm
Encl.

NOTED
Harold C. Ayers

[illegible]

July 17, 1961

NOTED
V. [illegible]

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge:

Your request for refund of the advance deposit for the Snowshoe Camp-Star Creek Section of FAS 453 has been referred to the accounting division and such refund will be made in the next few days.

You may rest assured that the soils division has been alerted to the need for quick action on this job and the proper tests will be made as soon as possible. This phase of the work will be handled directly through Division V office in La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

Ltr [illegible] 7/20/61.
County acknowledges receipt
of refund.

NOTED
[illegible] JONES

NOTED
H. S. COX

Salem, Oregon
July 14, 1961

Grant County Advance Deposit
FAS 453

Mr. John Herr
OFFICE

This office is in receipt of a letter from Judge Leslie Holland of Grant County requesting the return of an advance deposit of $25,200 received 6/13/61.

As the contract for this deposit will not be awarded for an indeterminate time, please return the deposit to Grant County.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

GRANT COUNTY
CANYON CITY, OREGON

July 13, 1961

Mr. H. S. Cox, Assistant
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

Thank you for your letter of July 11th.

This question has now arisen for the Grant County Court. The County has on deposit with the Highway Department $25,200.00, which now will be idle until possibily July 1962. This sum was removed from Time Deposit, where it was earning interest, and we would like to again place it on interest until it will be needed. We hope this can be arranged with your office.

I would also like to know, will your Soil Division be in Grant County to make their tests as we complete the surfacing of F.A.S. 453, or will there be a delay of time.

Yours Truly,

Leslie Holland

Leslie Holland,
County Judge

LH/meg

RECEIVED
JUL 14 1961
ENGINEER
COUNTY & CITY RELATIONS

Answered 7-17-61

NOTED
Harold C. Ayers

July 11, 1961

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge Holland:

Awarding of a contract on the Snow Shoe Camp-Star Creek Section of FAS 453 is being held up by the Highway Department pending acceptance of the surfacing by the department. Present procedure calls for certification of the base by the Soils Division and these field tests cannot be completed, of course, until the surfacing is complete. As soon as the surfacing is completed on this project the Soils Division will complete its field test. If all is found to be in order the proper certification will be made to highway department office engineer and he will award the contract.

Mr. Jellum of the Russel Olson Company has been informed by the office engineer regarding this situation and it is expected that the contract will be accepted by Russel Olson. This contractor is fully aware that probably no work will be done this year and has indicated verbally that this delay would not affect their bid prices.

This delay will mean additional maintenance by Grant County but this office feels that the very best of work may be expected from the contractor as the oiling may be accomplished under the best of conditions next year.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
Assistant County and City Relations Engineer

HSC:mm

GRANT COUNTY
CANYON CITY, OREGON

July 10, 1961

Mr. H. S. Cox, Assistant
County-City Relation Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

When you were here in Canyon City some weeks ago you informed the Court that the contract to oil the Snow Shoe-Star Creek section of FAS 453 would not be let unless the contractor agreed to changes in the time schedule.

At the County Court session on July 5th, I was asked to write you for any information you may have concerning this matter.

Our Roadmaster informs me it will be September before he will have the road ready for oiling. He also says that it will be to late to oil the road this year.

Thanking you for your reply.

Yours truly,
Leslie Holland
Leslie Holland,
County Judge

LH/meg

RECEIVED
JUL 11 1961
ENGINEER
COUNTY & CITY RELATIONS

Answered
7-11-61

RECEIVED
JUN 23 1961
FOR FILING

5 353(3)

6-1

9

P. O. BOX 272

RUSSELL OLSON
CONSTRUCTION CO.

PENDLETON OREGON

REFERRED TO
Cooper
State Highway Engineer

June 26, 1961

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon

Dear Mr. Williams:

In regards to your letter of June 21, 1961 concerning the Snowshoe Camp-Star Creek Section in Grant County, we kind of anticipated that the county would not get this quite ready for this seasons oiling, however, it may be ready for the binder course.

We will not make any claims on this problem except for the work days, and you could clear that with your Resident Engineer so he wouldn't take workdays until the job was ready and the weather for oiling is right.

When we do the crushing, there will have to be workdays taken, but would be stopped then until the project is completed by the County.

Hoping the above is clear and you will have our fullest co-operation.

Yours truly,
RUSSELL OLSON CONSTRUCTION CO.,Inc.

By
Percy E. Jellum; Pres.

cc Porter

RECEIVED
JUN 27 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1961
FOR FILING

5343(3)

6-21

June 21, 1961

Russell Olson Construction Co.
Post Office Box 27[illegible]
Pendleton, Oregon

Gentlemen:

Reference is made to your bid on the Snowshoe Camp-Star Creek Section in Grant County which was in the sum of $110,7[illegible] and which you submitted on May 23, 1961. You were notified on May 26 that the Highway Commission accepted your bid and authorized the Engineer to award the contract to you when certain conditions had been fulfilled.

On Page 13 of the special provisions for this proposed work it is stated "It is anticipated but not guaranteed that the County will have completed their surfacing work not later than July 15, 1961". It now becomes apparent that Grant County cannot finish the surfacing work by this time and it appears doubtful that the work will be completed soon enough to permit the oiling to be accomplished this year.

Because of this unforeseen circumstance, this Department is reluctant to tender the contract to you unless you are willing to accept it with full knowledge that there is little possibility of constructing the oil mat this season. It will be appreciated if you will consider this matter and advise us of your wishes at your early convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. O. Swenson
Mr. L. I. Lindas

RLP:bb ms

FORM E-20X 80M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 14 1961
ENGINEER
COUNTY & CITY RELATIONS

La Grande, Oregon
June 12, 1961

SUBJECT: Certification to Bureau
Snowshoe Camp-Star Creek
FAS 453
Grant County

To:

MEMO TO FILE

Attached, hereto, you will find a copy of a report from the Division Geologist outlining samples recently submitted for base of certification which we are required to give the Bureau of Public Roads.

Samples of the crushed materials in the County graded portion are somewhat border line, but did pass. The sample of pit-run shales through the section recently completed by Morgan Brothers came back as not suitable for use as base surfacing. I discussed this with Mr. Decker, Friday June 9th, pointing out that these pit-run shales are intended to act as a selected topping or subgrade material, and it was the County's plan to cover these shales with from 8" to 10" of crushed material from the same quarry as was used on the easterly portion mentioned above. Decker stated that if 10" were used it was his belief that this would give us a stable roadbed.

A phone call and conversation with Mr. Carlyle Batie, Grant County Roadmaster, later verified that the county forces would place a minimum of 10" of these pit-run shales as soon as a thin lift approximately 2" in depth over the areas now surfaced with crushed rock. This work would be done before we allow the oiling contractor to proceed with his work. This information was passed on by telephone to the County-City Relations Division and this memo written in confirmation thereof.

H. S. Coulter
H. S. Coulter
Assistant Division Engineer

HSC:gb

cc - C. G. Swenson
Tom Edwards
G. L. Decker

FORM E-30X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 26, 1961

SUBJECT: Snowshoe Camp-Star Creek
FAS 453
Grant County

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Depth of the base in place was checked on the subject section.

The first 6 holes are tied into the stationing on the Wickiup Creek-Logsdell Section. The remaining holes are located by milepoints with M.P. 0.0 being at the Logsdell end of the above section and M.P. 6.1 being at the junction of FAS 453 with the John Day-Burns Highway.

Following are the logs of the holes:

1. Station 113+50 -- 0"-14" -- Pit run shales -- Being placed by County
   Sample A71774
   14" ------ Clay subgrade

2. Station 155+00 -- 0"-10" -- Pit run shales -- Same as A71774
   10" ------ Pit run shale subgrade

3. Station 202+50 -- 0"-12" -- Pit run shales -- Same as A71774
   12" ------ Clay subgrade

4. Station 224+00 -- 0"-14" -- Pit run shales -- Sample A71775
   14" ------ Shale subgrade

5. Station 277+00 -- 0"-16" -- Pit run shales -- Sample A90326
   16" ------ Shale subgrade

6. Station 321+00 -- 0"-16" -- Pit run shales -- Same as A90326
   16" ------ Shale subgrade

The above section has no crushed rock on it as of May 23, 1961. The County will place the crushed base and the depth will be checked at a later date.

Following are the logs of the holes through the section that has the crushed base:

7. M.P. 0.6 -- 0"-14" -- Crushed rock -- Top 4" appears to be leveling
   course -- Sample A90327

8. M.P. 1.3 -- 0"-12" -- Crushed rock -- Apparent 4" leveling course
   Same as A90327

9. M.P. 1.8 -- 0"-12" -- Crushed rock -- Apparent 4" level course
Same as A90327

10. M.P. 2.5 -- 0"-15" -- Crushed rock -- Most of this was fine - very little
larger than 1" - Sample A90328

11. M.P. 3.1 -- 0"-12" -- Crushed rock -- Apparent 3" level course
Same as A90328

12. M.P. 3.8 -- 0"-16" -- Crushed rock -- Apparent 4" level course
Same as A90328

13. M.P. 4.4 -- 0"-15" -- Crushed rock -- Clay mixed in the top 2" - Apparent
4" level course - Sample A90329

14. M.P. 5.0 -- 0"-19" -- Crushed rock -- Top 3/4" had clay mixed in - Apparent
4" level course. Same as A90329

15. M.P. 5.8 -- 0"-15" -- Crushed rock -- Apparent 4" level course
Sample A90330

The rock from M.P. 0.0 to 6.1 appears to be set up tight but it digs very easy. The rock on the surface that has been subject to weather and traffic has become subrounded. This indicates a material that may break down under traffic.

The section from M.P. 4.2 to M.P. 5.0 has some clay mixed in with the rock for a depth of ± 2". This should be bladed off.

Virgil L. Moore

VIRGIL L. MOORE
Geologist, Division 5

VLM:vam

MEMO TO FILES
6/9/61

NOTED
V. R. JONES

SNOWSHOE CAMP-STARR CREEK SECTION
FAS 453, GRANT COUNTY

Scott Coulter called 11:00 A.M. Friday, June 9, and stated that he had been in contact with Carlisle Beatty and it was decided that the county would place 10" of crushed material on top of the material now on the road on the westerly end.

I called Decker and he said that would be perfectly satisfactory to him if the crushed material meets our specifications. I called Jensen at the B.P.R. and he also said it would be satisfactory to them. He said he had talked to Percy Jullem and Jullem was in no great hurry to get on the job and might even be willing to wait until next year to do the oiling.

I believe a conference should be set up to see if all parties are agreeable and then the contract could be awarded before the 30-day expiration date.

Jensen thought the contract could be awarded if we gave them assurance oiling would not be done on an unsatisfactory base or too late in the year.

V. R. Jones

V. R. Jones
Field Engr., County & City Relations

VRJ:mm

FORM E-30 50M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1961

SUBJECT: Snowshoe Camp-Star Creek
Grant County
FAS 453

To:

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

RECEIVED
JUN [illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS

You will recall that we recently took bids on the subject-named job and award of the same has been held up pending certification of the prior County construction which was for the base surfacing of this section.

We have made tests throughout this job and find that the westerly half of the job is not up to our State standards. It could not be reasonably expected to give good performance with just an 0-11 oil mat which is specified in the subject contract. It appears that the easterly half of the job is adequate and is suitable for construction of an oil mat. In support of this, I attach hereto a report by G. L. Decker along with pertinent laboratory reports.

In view of the foregoing, I do not believe that award should be made of this project but that the same be re-evaluated to see what the County wishes to do about the deficiencies existing on the westerly end. I have asked Mr. Decker to make a recommendation concerning supplementary surfacing that would have to be done to bring this up to satisfactory standards.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper
G. S. Paxson
R. L. Porter
A. F. Parson
G. L. Decker

RECEIVED
JUN 23 1961
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.____

Salem, Oregon
June 8, 1961

FAS Project Agreement
Grant County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Grant County covering the Snowshoe Camp-Starr Creek Section of FAS 453 in Grant County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Grant County.

Secretary

[illegible]
Attach; 1

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: FAS Project Agreement
Grant County

Attached are three copies of an agreement covering the Snowshoe Camp-Star Creek Section of FAS 453 in Grant County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 9/29/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

G S Paxson

RECEIVED
JUN 20 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1961

SUBJECT: Snowshoe Camp-Star Creek
Grant County
FAS 453

To:

Mr. C. G. Swanson
County and City Relations Engineer
OFFICE

You will recall that we recently took bids on the subject-named job and award of the same has been held up pending certification of the prior County construction which was for the base surfacing of this section.

We have made tests throughout this job and find that the westerly half of the job is not up to our State standards. It could not be reasonably expected to give good performance with just an 0-11 oil mat which is specified in the subject contract. It appears that the easterly half of the job is adequate and is suitable for construction of an oil mat. In support of this, I attach hereto a report by G. L. Decker along with pertinent laboratory reports.

In view of the foregoing, I do not believe that award should be made of this project but that the same be re-evaluated to see what the County wishes to do about the deficiencies existing on the westerly end. I have asked Mr. Decker to make a recommendation concerning supplementary surfacing that would have to be done to bring this up to satisfactory standards.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper
G. S. Paxson
R. L. Porter
A. F. Parson
G. L. Decker

RECEIVED
JUN [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1961

SUBJECT: Snowshoe Camp-Star Creek Section
FAS 453
Grant County

To: Tom Edwards
Construction Engineer
OFFICE

Attention: L. H. Young

The sampling and testing required to evaluate the base material placed by the county on the subject named project has been completed.

To represent the material from Station 87+50 to 362+50 (Wickiup Creek-Logdell Section) samples were taken at Stations 113+50, 155+50, 202+50, 224+50, 277+00 and 321+00. Laboratory Reports #555262 and #555264 (copies attached) show this material to be not suitable for use.

To represent the material from Station 362+50 easterly to the junction with the John Day-Burns Highway samples were taken at M.P.'s 0.6, 1.3, 1.8, 2.5, 3.1, 3.8, 4.4, 5.0 and 5.8 (M.P. 0+00 west end = Station 362+50). Laboratory Reports #555265 to #555268 show this material to be suitable for the use intended.

G. L. Becker
Staff Assistant

GLB/lg

cc: G. S. Paxson
A. F. Parson
C. G. Swenson (2)

Form [illegible]

GON STATE HIGHWAY DEPART

Materials Division

LABORATORY REPORT

Project [illegible] Camp-Aldstar Creek
Highway FAS 453
Contractor
Submitted by V. Moore

Contract No

Prefix No. 912-1476-910
County [illegible]
F. A. Project No
Date reported June 6, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material MP 5.8 FAS 453
Sampled at Depth 0-1.5'
To be used Surfacing (Existing)
Sampled by Moore
Date received May 29, 1961
Quantity represented

TEST RESULTS

Laboratory No. 555268
Data Sheet No. A90330
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.1	1.1	
1½	3.0	4.1	
1	6.5	10.6	
¾	7.6	18.2	
½	14.7	32.9	
¼	19.4	52.3	
10	20.3	72.6	
40	13.3	85.9	
80	5.9	91.8	
200	3.8	95.6	
Pass	4.4	4.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	37.2	
Specific gravity (Le Chatelier)	2.59	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1.7	
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	0	%
Manufactured fines		%
Degraded material		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Degraded material		%
Fracture		%
Sand equivalent		

Oregon Air Deg. Passing #20-25.71 %
Height-.7 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample is ...... suitable for use. Untreated

Abrasion loss slightly high.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer [illegible]
Resident Engineer
Dist. Maint. Sup't
Foreman
X Geology and Soils
X Files
X V. Moore

State Printing [illegible]

Engineer of Materials

Form E-61 [illegible]

[illegible]GON STATE HIGHWAY DEPARTM[illegible]
Materials Division

LABORATORY REPORT

Project	Snowshoe Camp-Star Creek	Prefix No.	512-1476-910
Highway	FAS 453	County	Grant
Contractor		F. A. Project No.	
Submitted by	V. Moore	Date reported	June 8,1961

Contract No.

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	MP 4.1 FAS 453	Sampled at	Depth 0-15"
To be used	Surfacing (Existing)	Date received	May 29,1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 555267
Data Sheet No. 490529

Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	1.2	1.2	
¾	10.0	11.2	
½	20.9	32.1	
¼	20.6	52.7	
10	22.9	75.6	
40	14.0	89.6	
80	4.0	93.6	
200	2.8	96.4	
Pass	3.6	3.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	33.6
Specific gravity (Le Chatelier)	2.39
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	5.7
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0
Manufactured fines	
Degraded material	
Liquid limit: Natural fines	27
Manufactured fines	
Degraded material	
Fracture	
Sand equivalent	

Oregon Air Deg. Passing #20-87.41%
Height-2.9 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use. Intended

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Pearson
Resident Engineer
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x V. Moore

Engineer of Materials

State Printing [illegible]

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Snowshoe Camp-Star Creek	Prefix No.	512-1476-910
Highway	FAS 453	County	Grant
Contractor		F. A. Project No.	
Contract No.		Date reported	June 8,1961
Submitted by	V. Moore		

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	[illegible] 2.5	Sampled at	Depth 0-15'
To be used	Base Surfacing (Existing)	Date received	May 29,1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 555266
Data Sheet No. A90328
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.4	0.4	
1	1.0	1.4	
¾	4.0	5.4	
½	14.9	20.3	
¼	22.0	42.3	
10	22.9	65.2	
40	18.0	83.2	
80	6.3	89.5	
200	4.6	94.1	
Pass	5.9	5.9	
Total		100.0	

Abrasion, per cent wear, Los Angeles Rattler	33.6
Specific gravity (Le Chatelier)	2.39
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	1.4
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0
Manufactured fines	
Degraded material	
Liquid limit: Natural fines	21
Manufactured fines	
Degraded material	
Fracture	
Sand equivalent	

Oregon Air Deg. Passing #20-03.05
Height-.5 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample Is suitable for use.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Pearson
Resident Engineer
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x V. Moore

Engineer of Materials

State Printing [illegible]

ON STATE [illegible] WA[illegible] DEPART[illegible]
Mater[illegible] Office

LABORATORY REPORT

Project	Snowshoe Camp-Star Creek		Index No.	512-1476-920
Highway	FAS 453		County	Grant
Contractor		Contract No.	F. A. Project No.	
Submitted by	V. Moore		Date reported	June 8, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	MP 0.6	Sampled at	Depth 0-14"
To be used	Base Surfacing (Existing)	Date received	May 29, 1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 555865
Data Sheet No. A90327

Type of material [illegible]
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Course Aggregate
3	0	0	
2	1.5	1.5	
1½	12.6	14.1	
1	18.7	32.8	
¾	11.1	43.9	
½	16.9	60.8	
⅜	15.0	75.8	
¼	10.9	86.7	
10	5.9 [illegible]	92.6	
[illegible]	2.4	95.0	
[illegible]	2.0	97.0	
100	3.0	3.0	
Pass			
Total	100.0		

Abrasion, per cent wear (Los Angeles machine)	37.2
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	1.2
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0
Manufactured fines	
Degraded material	
Liquid limit. Natural fines	20
Manufactured fines	
Degraded material	
Fracture	
Sand equivalent	

Oregon Air Deg. Passing #20-26.7%
Height-.6 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use intended. Abrasion loss is slightly high.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parsons
Resident Engineer
Dist. Maint. Sup't
X Foreman
X Geology and Soils
X Files
X V. Moore

State Printing 2126

Engineer of Materials

GON STATE [illegible]
Materials Di

LABORATORY REPORT

Project	Snowshoe Camp-Star Creek		Prefix No	522-[illegible]-[illegible]
Highway	FAS 453		County	Grant
Contractor		Contract No	F. A. Project No	
Submitted by	V. Moore		Date reported	June 8, [illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Station 277	Sampled at	Depth 0-16"
To be used	Base Surfacing (Existing)	Date received	May 29,1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 555264
Data Sheet No. A90326

Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	9.8	9.8	
3	0.0	9.8	
[illegible]	9.8	19.6	
1½	5.1	24.7	
1	13.4	38.1	
¾	7.1	45.2	
½	12.5	57.7	
¼	16.5	74.2	
10	14.5	88.7	
40	5.9	94.6	
80	2.3	96.9	
200	1.4	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	27.2		
Specific gravity (Le Chatelier)	2.67		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs per cubic foot			
Fineness factor			
		Limit	Excess
Sodium sulfate test, per cent loss	17.7	15.0	2.7
Asphalt stripping: Natural fines			
Manufactured fines			
			Limits
Plasticity index: Natural fines	7	%	6
Manufactured fines		%	
Degraded material			
Liquid limit: Natural fines	30	%	33
Manufactured fines			
Degraded material			
Fracture			
Sand equivalent			

Oregon Air Deg. passing #20—20.6%
Height—3.9 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample is not suitable for use

TEST REPORT DISTRIBUTION
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
Dist. Maint. Sup't
[illegible]
x Geology and Soils
x Files
x V. Moore

State Printing [illegible]

Engineer of Materials

[illegible] HIGHWAY DEPARTMENT

LABORATORY REPORT

[illegible]	Snowshoe Camp-Star Creek	Prefix No.	[illegible]
[illegible]	[illegible]	County	Grant
[illegible]		[illegible]	[illegible]
Submitted by	V. Moore	[illegible]	June [illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Station 113+50

Sampled at Depth 0-[illegible]"

To be used	Base Surfacing (Existing)	Date received	May [illegible], 1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 555262
Data Sheet No. A71774

Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	11.0	11.0	
1½	12.6	23.6	
[illegible]	16.9	40.5	
¾	9.5	50.0	
½	14.3	64.3	
[illegible]	14.5	78.8	
10	11.0	89.8	
40	5.3	95.1	
80	1.9	97.0	
200	1.3	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	30.9		
Specific gravity (Le Chatelier)	2.74		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	32.5	Limit 15.0	Excess 17.5
Asphalt stripping: Natural fines			
Manufactured fines			
Plasticity index: Natural fines	9		
Manufactured fines			
Degraded material			
Liquid limit: Natural fines	33		
Manufactured fines			
Degraded material			
Fracture			
Sand equivalent			

Oregon Air Deg. P#20-27.6, [illegible]
Height-7.7 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample is not suitable for use

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Pearson
Resident Engineer
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x V. Moore

State Printing [illegible]

Engineer of Materials

RECEIVED
JUN 8 1961
FOR FILING

June 8, 1961

County Court of Grant County
Court House
Canyon City, Oregon

Gentlemen:

We are enclosing for the records and files of Grant County a fully executed copy of an agreement between the State Highway Commission and Grant County covering the Snowshoe Camp-Star Creek Section of FAS 453 in Grant County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

GRANT COUNTY
CANYON CITY, OREGON

May 31, 1961

RECEIVED
JUN 1 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. H. S. Cox

Dear Mr. Cox;

Your letter of May 24th has been received. In it you have requested a deposit of $25,200.00, stating this is 20 per cent of $125,466.75. However, 20 per cent of $125,466.75 is $25,093.35.

As this claim will be processed and a check issued at our June Court Term, starting June 7th, would you please let me know which amount you will require.

Yours truly,

Leslie Holland

Leslie Holland,
County Judge

LH/meg

Phoned 6-5-61 to Judge [illegible]
& [illegible] 2 [illegible]
[illegible] is [illegible]

RECEIVED
JUN 1 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

May 24, 1961

NOTED
Harold C. Ayers

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

On May 23, a satisfactory bid was received from Russell Olson Construction Company, Inc., of Pendleton, Oregon, for construction of the Snowshoe Camp-Star Creek Section of FAS 453. As per the agreement between county and state, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items	$110,776.00
Anticipated Additional Items	
Flagging (State Share)	750.00
Engineering & Contingencies (12-1/2%)	13,940.75
Estimated Total Cost	$125,466.75
County Advance Deposit 20% of $125,466.75	$ 25,200.00

Please make this deposit by means of a check in the amount of $25,200 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

RECEIVED
MAY 19 1961

FOR FILING

6001

May 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 16 in which you express some concern over oiling on Oregon Project S-363 (5), Snowshoe Camp-Star Creek Section, Paulina-Logdell Road, past September 1. We have reviewed the reasons for this objection and believe they have merit.

In accordance with this, we are sending out a supplement to our special provisions which will not permit oiling beyond September 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

LHY:fp fn

PLEASE RETURN TO
FORREST COOPER

FORM CD-121
(9-22-59)

UNITED STATE[illegible]ERNMENT

Memorandum

U.S.[illegible]RTMENT O[illegible]
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

DATE: May 16, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project S-363(5), Snowshoe Camp-Star Creek Section of Paulina-Logdell Road, Grant County

The above-mentioned project is on the May 23, 1961 contract letting schedule. This new project extends over Project S-363(4) currently under contract and apparently nearing completion. According to the plan sheet the stone base, thickness 8", is to be placed by Grant County. We are in receipt of information that the county work is currently underway and possibly won't be completed before July 15 or later.

The work to be done under the contract shall be completed in its entirety before the lapse of 55 work-days. If the successful bidder does not begin crushing the oiling aggregates until Grant County has completed the stone base, possibly the oil mat won't be placed until September. The elevation of this project is 5,000 feet. Past experience on Forest Highway Project 35-E3 south of Canyon City and S-406(3), Bomber Range Road, shows oiling in September does not produce the best results where the evenings are cold and the morning temperatures cool. In reviewing the special provisions the oil mat wearing surface and bituminous binder course shall be performed in conformance to the Standard Specifications, including particularly Division 2, Section 17, with exceptions. The exceptions noted do not define clearly when or how long the atmospheric temperature is to be 70 degrees or above. We believe this project must be cured properly. The traffic which will use the roadway will be predominately loaded logging and lumber trucks.

May we have your comments regarding this project.

E.W.

[illegible]
[illegible] COOPER

RECEIVED
MAY 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 80M 7-60 23304

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 16, 1961

SUBJECT: Snowshoe Camp-Star Creek
PAS 453, Grant County

To:

Mr. Vernal Moore
Division Geologist
La Grande

The attached copy of a letter from Mr. Klaboe on the subject section is a follow up on instructions given you on May 12, 1961, in regard to checking the quality of workmanship.

You will please note the last paragraph of Mr. Swenson's letter of May 10, 1961, calls for certification to the B.P.R. regarding suitability and adequacy of the base.

Will discuss this further with you.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Encl.

cc: C. G. Swenson
F. B. Klaboe

L. C. Johnson

RECEIVED
MAY 17 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM 2-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1961

SUBJECT: Snowshoe Camp-Star Creek
Grant County

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

You have a copy of Mr. Swenson's letter dated May 10, 1961 concerning the work being accomplished by Grant County forces on this project.

Please forward to this office the information requested by Mr. Swenson.

Please also watch carefully the county work to the end that their work conforms to our standards and is adequate for the purpose intended. Do not allow any surfacing to be placed until these conditions have been fulfilled.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc C. G. Swenson

RECEIVED
MAY 11 1961
ENGINEER
COUNTY & CITY RELATIONS

MEMO TO FILES
5/10/61

see Federal Participation ~~[illegible] Program~~ file (1961) for BPR letter dated 5-1-61

RE: B.P.R. Approval,
Snowshoe Camp-Star Creek Project
FAS 453, Grant County

The B.P.R. has now approved the above named project subject to the understanding that, prior to an award of contract, the State will certify to the B.P.R. that the base which has been completed by Grant County meets State standards and is adequate and suitable for the purpose intended and also that no oiling will be done on base remaining to be placed by the county until such time as this base also meets standards and is suitable and adequate for the purpose intended.

We are opening bids on this project on May 23 and, if a satisfactory bid is received on this project, this certification should be made to the B.P.R. as soon as possible after that date in order not to delay an award of contract.

C G Swenson
C. G. Swenson
County & City Relations Engineer

CGS:mm

cc: G. S. Paxson
Tom Edwards
Hill Young
Fred Klaboe
Gil Decker
A. F. Parson

NOTED
C. G SWENSON

May 3, 1961

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Snowshoe Camp-Star Creek Section of FAS 453.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $116,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 15.

It is presently planned to accept bids for this project on May 23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

MEMO TO FILES
5/1/61

Snowshoe Camp-Starr Creek Project
FAS 453, Grant County

I called Carlyle Batie re workday count on the subject project. I explained that we would give the contractor 55 workdays which would be completion by about September 1 with no definite cut-off date for oiling; however, should there not be satisfactory oiling weather between about August 15 and August 30, the contractor would be shut down; workday count would stop until the project could be oiled in the summer of 1962. This was satisfactory with Mr. Batie.

Original signed
C. G. Swenson

C. G. Swenson
County & City Relations Engr.

CGS:mm

NOTED
JONES

MEMO TO J. W. NASH
4/5/61

FAS 453, GRANT COUNTY

TERMINI: From a junction with the John Day-Burns Highway, State Primary No. 48 (approximately 7 miles north of Seneca), southwesterly 12.8 miles to a point just southerly of Little Snowshoe Creek (Snowshoe Camp-Star Creek Section).

PROPOSED WORK: Construct 2-lane O-11 oil mat.

PROJECT LENGTH: 12.8 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$120,000	$72,000	$24,000	$24,000 (Co.)

EXISTING FACILITY: A portion of this project was graded to a 36' width under Contract #5588 in 1960 and 1961. The remainder of this section has been graded by Grant County, and base over the entire section has been placed, or will be placed, by Grant County.

STRUCTURES: None

ADJACENT SECTIONS:
EAST END: John Day-Burns State Primary Hwy. #48, 20' oil mat, 2' shoulders.
WEST END: 28' graveled roadway.

PROJECT DATA: Construct 12.8 miles of type O-11 oil mat 22' wide with 4' shoulders, including binder course. Also place shoulder rock. As Contract #5588 has not been completed as of this date, certain portions of this project have not been based. It is presently estimated that basing of the entire project by Grant County will be completed by July 15, 1961. Quarry site for this project is State-controlled and located 3 miles northerly from the east end of the project and 0.7 mile westerly from the John Day-Burns Highway.

ROW:	60' minimum.
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

Route data submitted under previous projects.

HSC:mm

NOTED
R. JONES

NOTED
H. C. COX

[illegible]

Salem, Oregon
3/5/61

Snowshoe Camp-Star Creek Section
FAS 453, Grant County

Mr. J. E. Morelock
OFFICE

NOTED
[illegible] Byers

The subject named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Frank Hall
V. G. O'Neil

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED

ADDENDUM "A" TO LOCATION PROSPECTUS
SNOWSHOE CAMP-STAR CREEK SECTION
FAS 453, GRANT COUNTY

12-27-60

NOTED
C. G. SWENSON

The following addendum is submitted to revise the location prospectus concerning the Snowshoe Camp-Star Creek Section of County Road FAS 453.

Paragraph 1 through 3: Correct as per original prospectus.

Paragraph 4: Sentence reading "The typical section will consist, etc." change to read "The typical section will consist of a 22-foot traveled way with 4-foot shoulders." Remainder of paragraph correct as per original prospectus.

Paragraph 5 through 10: Correct as per original prospectus.

December 27, 1960

This is change we requested
VJ.

Attach.

NOTED
JOHN D. GRAHAM

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright
F. B. Crandall

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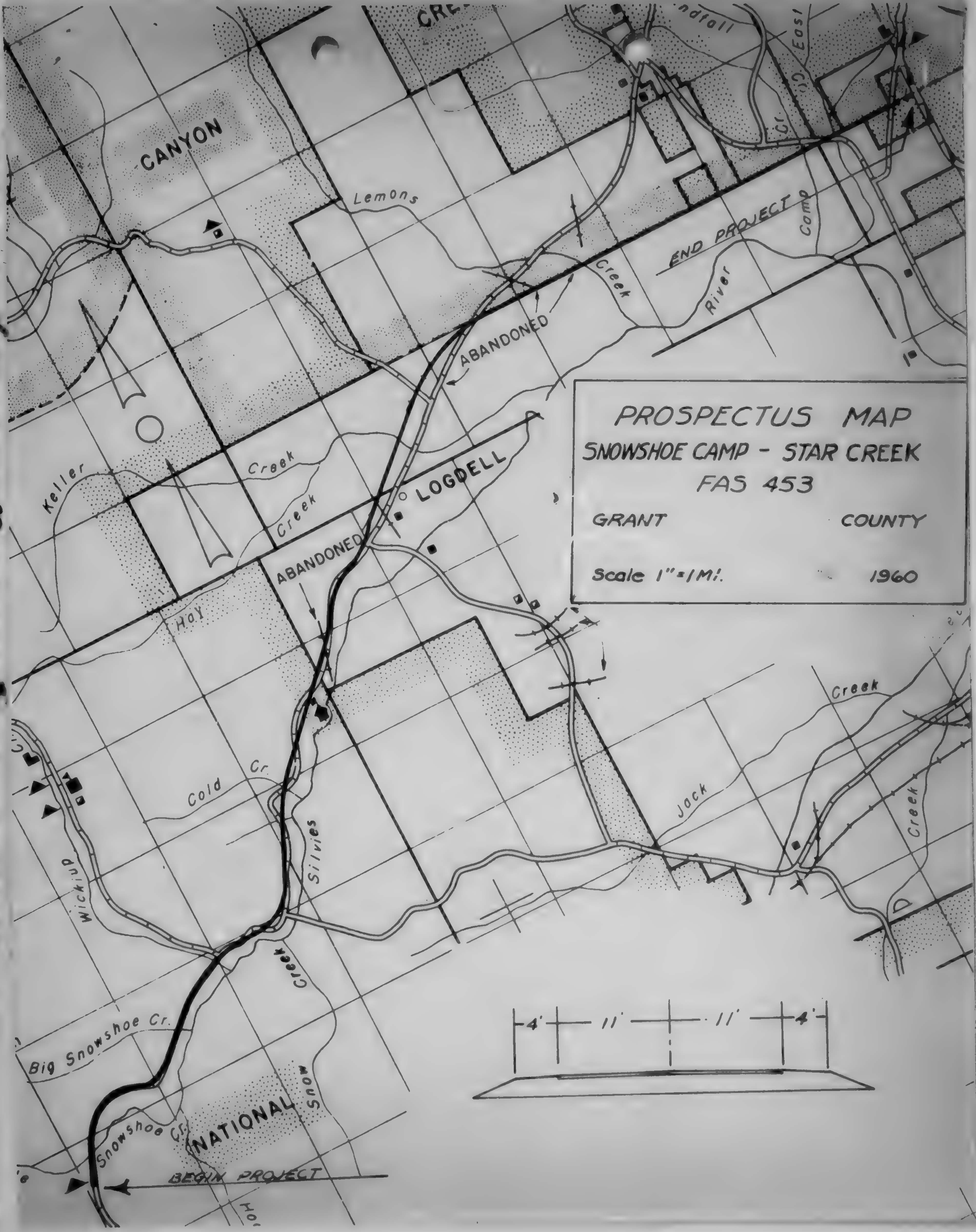
JAN 5 1961
ENGINEER
COUNTY & CITY RELATIONS



PROSPECTUS MAP
SNOWSHOE CAMP - STAR CREEK
FAS 453
GRANT COUNTY
Scale 1" = 1 Mi. 1960

CANYON
CRE
ndfall
East
Cr.
Lemons
Camp
END PROJECT
Creek
River
ABANDONED
Keller
Creek
Creek
LOGDELL
ABANDONED
Hay
Cold Cr.
Silvies
Wickiup
Creek
Jack
Creek
Creek
Big Snowshoe Cr.
Snowshoe Cr.
NATIONAL
Snow
BEGIN PROJECT
4'
11'
11'
4'

Does not conform to Project Proposal which designated a 22' oil mat surface. (Addendum will be sent out)

NOTED
H. S. COX

NOTED
Harold C. Ayers

LOCATION PROSPECTUS
SNOWSHOE CAMP-STAR CREEK SECTION
FAS 453, GRANT COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 453, which is a county road on the Federal Aid Secondary System. The westerly terminus is apprxomately 6 miles west of Logdell, just southerly of Little Snowshoe Creek. The easterly terminus joins the John Day-Burns Highway approximately 7 miles northerly of Seneca, at the intersection of the boundary of the Canyon Creek Game Refuge and FAS 447. Total overall length of the project is 12.8 miles.

This will be a location survey to prepare plans, specifications, and estimates for constructing an 0-11 oil mat on revised and new alignment. Grading, drainage, and crushed rock base is to be done by the county. There are no towns affected by the project; however, the line does pass near the community of Logdell.

Reconnaissance is not required. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1959) ADT from FAS 447 to Logdell runs from 50 to 100. No traffic study is available west of Logdell. This will be a Class "E" Highway with maximum 18 degree curvature and maximum 6 per cent grade. The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The State's share of this project is placing the 0-11 oil mat. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle will be determined by survey.

This will be a two-lane highway with no control of access. There are no interchanges, railroad crossings, or major stream crossings. There are eight small creek crossings within the project limits.

The proposed approved base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	4 "	1"-0 Leveling
Bottom Course, Base	10 "	3"-0 Crusher Run
Total Depth	15¼"	

Materials are available from local and county sources.

RECEIVED
DEC 9 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D GRAHAM

Final agreement with the county will be necessary.

There are no State parks or roadside rest areas affected by this project.

December 5, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright
F. B. Crandall

NOTED
V. R. JONES

FORM E-30 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

La Grande, Oregon
October 11, 1960

SUBJECT: F.A.S. 453
Snowshoe Camp-Star Creek Section
Grant County

To:

Mr. C. Swenson
County and City Relations Engineer
Salem

We have either mis-placed or failed to received the three copies of tabulation with map attached describing the Snowshoe Camp - Star Creek Section, F.A.S. 453, in Grant County. Will you please send us copies.

H. S. Coulter
H. S. Coulter
Assistant Division Engineer

HSC:gb

Sent 10/17

RECEIVED
OCT 12 1960
ENGINEER
COUNTY & CITY RELATIONS

GRANT COUNTY
PROPOSED PROJECT

FAS 453, Snowshoe Camp-Star Creek Section, $120,000. This section extends easterly from Snowshoe Camp to the John Day-Burns Highway and is 12.8 miles in length.

The proposed project is to place an 0-11 oil mat 22' wide with 4' shoulders. The county will construct the crushed rock base prior to the oiling contract. The project extends from station 0+00 to station 681+10.

60-g
8/19/60 Approved 9-30-60

26-3413 Baldock Freeway Maintenance 1961
Building
#6002

RECEIVED
AY 23 1962

FOR FILING

6002

May 28, 1962

American Casualty Co.,
Equitable Bldg.,
Portland
Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6002, awarded to Meyer Const. Co., for construction of a maintenance building on the Baldock Freeway Maintenance Site in Multnomah County.

This contract was completed on May 3, 1962 and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $5,127.91 will be released to the contractor on or after June 5, 1962. The total contract amount is $27,484.75 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lc

cc: American Casualty Co.,
Richard D Hartley, Insurance
100 South Water
Silverton, Oregon

cc: Meyer Const. Co.,
P. O. Box 223
Silverton
Oregon

RECEIVED
..Y 1962 FORM ... 11-61 ...
FOR FILING

6002

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

Meyer Construction Company completed work on the Baldock Freeway Maintenance Building on Highway Interstate 5 in Multnomah County, Contract no. 6002, on May 3, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
JAN 16 1962
FOR FILING

[illegible]

6002

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 16, 1962

Meyer Const. Co.,
P. O. Box 223
Silverton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #6002, awarded December 8, 1961, for construction of a Maintenance Building on the Baldock Freeway Maintenance Site in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible]
FORM E-30X—50M—6-61—36682
FOR FILING
6002

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1962

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Meyer Construction Company began work on the Baldock Freeway Maintenance Building construction project on Interstate 5 highway in Multnomah County, Contract No. 6002, on January 2, 1962.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
DEC 27 1961

FOR FILING

6002

December 26, 1961

Meyer Const. Co.,
P. O. Box 223
Silverton
Oregon

Gentlemen:

We received the two executed copies of contract #6002 awarded to you December 8, 1961, for construction of a maintenance building on the Baldock Freeway Maintenance Site, Multnomah County.

It seems we will need another Resident Agent on the Bond page (9), according to the slip attached by the State Insurance Department. Will you please take care of this matter at your earliest convenience and return the two copies to this office so that we may complete their processing from here, then return a fully executed copy to you for your files. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

19-8316 Silver Lake-Hunter Hill Sec., 1961
Fremont Hwy. (Crushed materials
#6003 in stockpiles)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 1, 1962

Section Silver Lake - Hunter Hill

Kind of work Rock Production

Highway Fremont County Lake

Section prefix 19-8316

Contractor L. V. Anderson

Contract number 6003

Date of contract December 8, 1961

Specified work days 44

Date work started March 13, 1962

Work days used 34

Project authorization $37,282.50

Exclusive of engineering $34,631.30

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering $35,364.47

Estimated per cent overrun or [illegible] . . . . 2.12 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $2,651.20

Engineering cost to date $2,474.22, 93 %

Date project was completed May 9, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project has been completed.

Semi-final estimate is being submitted on this date

[illegible]

Noted

Signed

Address P. O. Box 948 Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			16,000 CY		
Total quantities corrected to date			17,090.43 CY		
Estimated quantities moved or placed to date			17,090.43 CY		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JAN 16 1962
FOR FILING

6003

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 16, 1962

Mr. L. V. Anderson
P. O. Box 757
Oakridge
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6003, awarded December 8, 1961, for the Silver Lake-Hunter Hill Rock Production Project on the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

15-3319 Rogue River Bridge Area Park 1961
Facilities, W. of Gold Hill
#6004

RECEIVED
DEC 5 1962
FOR FILING

December 5, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6004 awarded to M. C. Lininger & Sons, for park facilities in the Rogue River Bridge Area in Jackson County was completed on June 14, 1962, and accepted by the Highway Commission on June 29, 1962.

Final payment, in the amount of $9,220.30 will be released to the contractor after December 12, 1962. The total contract amount is $71,823.86 including $376.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc: United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

C. H. Maison

RECEIVED
JUN 19 1962
FOR FILING

6614

May 31st letter
May 29 – telephone
Prev. Correspondence

CON MED 47 6-7 426PM

P M STEPHENSON

PP AND L REPORTS THAT THEY CANNOT BEGIN WORK ON SERVICE LINE INTO ROGUE RIVER PARK AT HOMESTEAD UNTIL JUNE 18. COMPLETION OF THIS LINE WILL BE DURING THE WEEK OF THE 18TH. IF PP AND L HOLDS TO THIS SCHEDULE, ~~OPENINGXXX~~ OPENING OF THE PARK SHOULD BE ~~DELAYEDXXX~~ DELAYED UNTIL JUNE 22.

ROY W NORTON
LF

NOTED
P. M. STEPHENSON

RECEIVED
FORM E-123
FEB 15 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

6004

February 15, 1962

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #6004, awarded January 19, 1962, for park facilities in the Rogue River Bridge Area in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JAN 29 1962
FOR FILING
ROUTED TO Cooper
FOR R. L. PORTER
6004

y

ROGUE RIVER STATE PARK

IN JACKSON COUNTY AT HOMESTEAD BRIDGE

1. Total acreage — 209.2 acres

2. ~~Entire park is between highway and the river (south side of the highway)~~ 196.0 acres. in park between hwy & river R.L.P.

3. Estimated total cost of improvement — $93,970

   a. Contract awarded last month for bldgs., overnight camp, boat ramp, picnic tables, etc. -- $82,470.

   b. $7,500 in budget for water system.

   c. $1,000 in budget for planting.

   d. $3,000 for grading, clearing, etc., Already completed.

4. 2.82 miles N. Grants Pass Interchange to E. Grants Pass Interchange.

NOTED
FORREST COOPER

January 26, 1962

phoned to Glenn Jackson
1-26-62 PM R.L.P.

RECEIVED
JAN 29 1962
FOR FILING

January 26, 1962

Mr. John E. Westgaard and Merl C. Howard
95 Meade Street
Ashland, Oregon

Gentlemen:

This is to acknowledge receipt of Certified Check No. 2850, signed by John E. Westgaard, on the Ashland Branch of the First National Bank of Oregon, in the amount of $1,337.35. Also received was Cashier's Check No. 6384 to Merl C. Howard on the Ashland Branch of the First National Bank of Oregon, in the amount of $1,337.30.

The total of these two checks is $2,674.65, or five percent of your bid submitted on December 6, 1961, in the amount of $53,492.95 for construction of park facilities in the Rogue River Bridge area. Previously you had advised us that you did not wish to enter into the contract at your bid price and, on January 23, we notified you that the Highway Commission had required collection of the five percent bid bond submitted with your proposal.

We wish to thank you for your very prompt remittance of this amount.

We might tell you that the prequalification rating which you have established with us will remain in full force and effect until April 1, 1962, after which time an annual renewal is required.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindas
Mr. Mark Astrup
Mr. Ivan Merchant

Mr. Frank Morgan
Mr. L. H. Young
Mr. C. H. Maison
[redacted]
Dorothy Cook

FQ:fp

Ashland, Oregon
January 25, 1962

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Since receiving the Highway Commission's letter denying our bid bond release, and after my phone conversation with you yesterday, Mr. Howard and I agreed that the simplest way to settle the matter would be to forward our certified checks directly to your office.

Our bid was $53,492.95 so enclosed are two certified checks totaling $2,674.65 or 5% of our bid.

Yours very truly,

John E. Westgaard

John E. Westgaard
95 Meade St.
Ashland, Oregon

Ashland Branch First Nat'l Bank Cashiers Check No. 6384 for Merl C. Howard	1337.30
Ashland Branch 1st Nat'l Bank cert check No. 2850 for John E. Westgaard	1337.35
	$2674.65

RECEIVED
JAN 26 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
..N 25 1962
FORM E-30 50M 7-60 29398

FOR FILING

6004

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 24, 1962

SUBJECT: Forfeiture of Bid Bond on Contract 6004

To: Memo to General Files

Mr. Westgaard telephoned this afternoon regarding the forfeiture of his bid bond on the Rogue River Bridge Area Park Facilities in Jackson County, Contract No. 6004, on which bids were received December 6, 1961.

He said that he will put in tomorrow's mail a certified check in the amount of five percent of his bid.

Floyd Query

Floyd Query, Secretary

FQ:jmc

cc: Forrest Cooper
R. L. Porter
L. I. Lindas

RECEIVED
JAN 30 1962
FOR FILING

6004

3c
1-11-62

January 23, 1962

John E. Westgaard and Merl C. Howard
95 Meade Street
Ashland, Oregon

Gentlemen:

In our letter of December 18, 1961, we stated that the Highway Commission at its meeting of January 19, 1962, would probably take action on your request for release of your five percent bid bond submitted on December 6, 1961, with your proposal to construct the Rogue River Bridge Park Area Facilities in Jackson County. Your bid was $53,492.95, and No. 6004 was assigned to this contract.

Your request for release of your bid bond was given very careful consideration by both the State Highway Engineer and the Commission's Legal Counsel. It was their opinion that the reasons submitted by you for release of your bid bond on this project were not valid.

In view of these findings, the Commission authorized the Chief Counsel to take such action as is necessary to collect the five percent bid bond.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindas
Mr. Mark Astrup
Mr. Ivan Merchant
Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Dorothy Copk

FQ:fp

January 23, 1962

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

On December 22, 1961, Mr. R. L. Porter, Assistant State Highway Engineer, inquired if you would be willing to accept the contract to construct the Rogue River Bridge Area Park Facilities in Jackson County, on which you submitted the second low bid on December 6, 1961, in the amount of $66,491.90. In your letter of January 3, 1962, you stated that you would be willing to accept the contract if tendered to you.

This matter was considered by the Highway Commission on January 19 and the Commission awarded the contract to you at your bid price.

Copies of the contract, No. 6004, will be forwarded to you in the near future for execution.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. I. Lindas
Mr. Mark Astrup
Mr. Ivan Merchant
Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Dorothy Cook

FQ:fp

M. C. LININGER & SONS
General Contractors
P. O. Box 1386 - Medford, Oregon

agenda

State Hwy Engr

January 3, 1962

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen;

In reply to your letter of December 27th, signed by R.L. Porter, pertaining to the contract on the Rogue River Bridge Area Park in Jackson County.

We are agreeable to accepting this project if tendered to us.

We have men and equipment available to begin work at this time, and would appreciate the earliest award possible.

Very truly yours,

Earl E. Lininger
M. C. Lininger & Sons

EL/hj

AGENDA
JAN 19 1962

December 18, 1961

John E. Westgaard and
Merl C. Howard
95 Meade Street
Ashland, Oregon

Gentlemen:

In this morning's mail we received your letter of December 16 in which you state that it is impossible for you to perform the work for which you submitted a proposal on December 6 for construction of the Rogue River Bridge Park Area Facilities, west of Gold Hill in Jackson County. You also request that your five percent bid bond submitted with your proposal be released.

Copies of your letter are being referred to the State Highway Engineer and to the Chief Counsel for study.

Action as to release of your bid bond will have to be taken by the State Highway Commission. It is anticipated that the necessary investigation will be completed so that the Commission can take action at its next meeting which is scheduled for January 19, 1962. When such action has been taken I will be pleased to let you know the outcome.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

FQ:fp

December 16, 1961

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

We wish to submit the following facts for your consideration, for release of our Bid Bond on the Rogue River Bridge Area, Park Facilities, Jackson County.

I, John E. Westgaard, am recovering from a back operation, performed in October 1961. Not being able to walk the job properly, and do all necessary running in preparation for the bid opening, I had my brother Ralph Westgaard, do the major portion of it.

I didn't go with him to Salem for the bid opening, and without checking with me by phone prior to it, he reduced our price on three of the main items of the Bid. Item 3--General excavation, unclassified. Item 5--Course material in Base, and Item 6-3/4-0 crushed material in base, by the amount of $5,964.00

Since the bid opening, we have checked out all possibilities to see if the job could be done under this handicap, and have concluded it would be impossible to perform the work in a satisfactory manner both to the state of Oregon and ourselves.

Very truly yours,

John E. Westgaard
Merl C. Howard

John E. Westgaard and
Merl C. Howard
95 Meade St.
Ashland, Oregon

RECEIVED
DEC 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1962
FOR FILING
[illegible]
6004

January 12, 1962

State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon

Attention: Mr. H. W. McCauley

Gentlemen:

With reference to your letter of January 10 in which you list various firms who have not registered with your department as joint ventures, we wish to advise that John E. Westgaard & Merle C. Howard, who bid on the Rogue River Bridge Area Park Facilities in Jackson County, Contract No. 6004, have asked to be released from performing this contract. The case is now pending, so we have not notified them regarding their obligation with your department.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

IVED

[illegible]-17

6884

[illegible]

M. C. LININGER & SONS

General Contractors

P. O. Box 1386 - Medford, Oregon

REFERRED TO
State Hwy Engr
BY SECRETARY

January 3, 1962

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen;

In reply to your letter of December 27th, signed by R.L. Porter, pertaining to the contract on the Rogue River Bridge Area Park in Jackson County.

We are agreeable to accepting this project if tendered to us.

We have men and equipment available to begin work at this time, and would appreciate the earliest award possible.

low bid 53,492.95
2nd " 66,491.90
Engr Est 75,124.00

Very truly yours,

Earl E. Lininger

Earl E. Lininger
M. C. Lininger & Sons

EL/hj

RECEIVED
JAN 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 1962
~~FOR FILING~~

6004

December 28, 1961

Oregon State Highway Commission

Gentlemen:

On December 8, 1961, you awarded to John E. Westgaard and Merle C. Howard the contract for the Rogue River Bridge Area Park Facilities in Jackson County for a low bid of $53,492.95. The low bidder has returned the contract unsigned and asked to be released from its bid bond for the reason that the bidder did not personally supervise the submission of the bid. This is not a valid reason for releasing the bid bond, and it is my recommendation that demand be made on the bonding company and that this project be tendered to M. C. Lininger & Sons of Medford, which submitted a second low bid of $66,491.90.

This matter will be on the January 19 agenda for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ajw me

cc R. L. Porter
Mark H. Astrup

RECEIVED
DEC 28 1961
FOR FILING

[illegible]

6004

December 27, 1961

E. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We have been advised that John E. Westgaard and Merl C. Howard have refused the contract on the Rogue River Bridge Area Park facilities in Jackson County. Bids for this project were received on December 6 and awards were made on December 8, 1961.

It appears that you were the second low bidder for this work and we are prepared to recommend to the Highway Commission that this project be awarded to you on the basis of your bid of $[illegible],491.70. Would you please advise us at your earliest convenience if you are agreeable to accepting this project if tendered to you.

Yours very truly,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
Floyd Query
F. D. Morgan
Mark Astrup
L. I. Lindas

RECEIVED
DEC 20 1961
FORM E 30 50M 7-60 29395
FOR FILING

6004

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1961

SUBJECT: Contract No. 6004, awarded 12/8/61.

To: Memo to the File

On December 14, 1961, we mailed three copies of Contract No. 6004 to Merl C. Howard and John E. Westgaard for ~~contract~~ construction of park facilities on the Rogue River Bridge Area in Jackson County.

The contract had been awarded to them on December 8, 1961. On December 18, 1961, all three copies of the contract were returned to this office unsigned.

Floyd Query
Floyd Query, Secretary

cc: Forrest Cooper
R. L. Porter
L. I. Lindas

RECEIVED

FOR COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6004

Westgaard + Howard — $53,492.95
M. C. [illegible]niger + Sons — 66,491.90
Engrs estimate — $75,000.00

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 18, 1961

John E. Westgaard and
Merl C. Howard
95 Meade Street
Ashland, Oregon

Gentlemen:

In this morning's mail we received your letter of December 16 in which you state that it is impossible for you to perform the work for which you submitted a proposal on December 6 for construction of the Rogue River Bridge Park Area Facilities, west of Gold Hill in Jackson County. You also request that yourfive percent bid bond submitted with your proposal be released.

Copies of your letter are being referred to the State Highway Engineer and to the Chief Counsel for study.

Action as to release of your bid bond will have to be taken by the State Highway Commission. It is anticipated that the necessary investigation will be completed so that the Commission can take action at its next meeting which is scheduled for January 19, 1962. When such action has been taken I will be pleased to let you know the outcome.

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
✓ Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
[illegible] 1961
STATE HIGHWAY ENGINEER

Parson
Report and Recom

NOTED
P. M. STEPHENSON

December 16, 1961

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

We wish to submit the following facts for your consideration, for release of our Bid Bond on the Rogue River Bridge Area, Park Facilities, Jackson County.

I, John E. Westgaard, am recovering from a back operation, performed in October 1961. Not being able to walk the job properly, and do all necessary running in preparation for the bid opening, I had my brother Ralph Westgaard, do the major portion of it.

I didn't go with him to Salem for the bid opening, and without checking with me by phone prior to it, he reduced our price on three of the main items of the Bid. Item 3--General excavation, unclassified. Item 5--Course material in Base, and Item 6-3/4-0 crushed material in base, by the amount of $5,864.00

Since the bid opening, we have checked out all possibilities to see if the job could be done under this handicap, and have concluded it would be impossible to perform the work in a satisfactory manner both to the state of Oregon and ourselves.

Very truly yours,

John E. Westgaard
Merl C Howard

John E. Westgaard and
Merl C. Howard
95 Meade St.
Ashland, Oregon

RECEIVED
DEC 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1961
FOR FILING

6004

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 8, 1961

John L. Westgaard and
Merl C. Howard
95 Meade Street
Ashland, Oregon

Gentlemen:

The State Highway Commission on December 8, 1961 awarded to you State Highway Contract No. 6004 for the following project:

Construction of park facilities on the Rogue River Bridge Area, Jackson County.

This award was based on your bid of $53,492.95 which was the low bid submitted to the Commission on December 6, 1961 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

rv

cc: Tom Edwards
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Parks Dept., Att: Alfred Shirley

I-5-1(24) 12th St.-N. Ashland Interch. 1961
18 Sec., Pacific Hwy. (Const. 5
#6005 undercrossing struc. on 1 Br.)

RECEIVED
SEP 30 1963
FOR FILING

September 27, 1963

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On July 1, 1963, we wrote to you concerning release of final payment on contract #6005, awarded to Tom Lillebo Const. Co., for 6 structures on the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $26,165.62 and the total contract amount is $563,255.28. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
Box 365
Reedsport, Oregon

cc: C. H. Mulson
Attn.: John Kerr

RECEIVED
JUL 1 - 1963
FOR FILING

June 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 14 on Contract 6005. The contract was with the Lillebo Construction Company and was for work on six structures on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective June 27, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
W. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1963

SUBJECT: 12th St.-N. Ashland Int. Section
Six Structures
Contract No. 6005

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

Lillebo Construction Co. completed work on Contract #6005, 6 structures on the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County on February 14, 1963. This contract is ready for acceptance by the Commission.

This is a Federal Aid project. We have information from the Bureau of Public Roads that they have inspected the contract and are accepting that part of the project as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: H. S. Cox
L. H. Young
C. H. Maison
T. W. Litchfield-Constr. Divn.

RECEIVED
JUN 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-14 FOR FILING	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Jackson
PROJECT REPORT NO. I-5-1(24)18 10		PROJECT NO. I-5-1(24)18

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, Medford to North Ashland
(12th St. Medford - North Ashland Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 619,082	$ 569,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By R. L. Aston
~~Assistant~~ State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C. G. Polk
By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer March 2, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a highway official for the 12th Street-North Ashland Interchange Section, Project No. I-5-(24)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

December 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 12th Street-North Ashland Interchange Section (Structures) Project No. I-5-1(24)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-1(24)18

12th STREET-NORTH ASHLAND INTERCHANGE SECTION

(STRUCTURES) OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1961

Type Code X731
Barnett Road Interchange (Br. #8676)(Sta. 864+38.32)(Contract 6005)

Install Conduit	All	Required		$ 1,225.00
Shoring, Cribbing, Etc.	All	Required (18%)		2,610.00
Structural Excavation	570	cu. yds.	$ 4.00	2,280.00
Structural Excavation Below Elevation Shown	60	cu. yds.	6.00	360.00
Furnish (10" BP 42#) Steel Piling	1,120	lin.ft.	4.15	4,648.00
Drive Steel Piles	28	only	55.00	1,540.00
Splice Steel Piles	6	only	35.00	210.00
Class "A" Concrete (541 cu.yds.)	All	Required (14%)		35,238.00
Metal Reinforcement (92,800 lbs.)	All	Required (10%)		11,453.00
Structural Steel (309,000 lbs.)	All	Required		70,915.00
Metal Parapet Railing	580	lin.ft.	6.25	3,625.00
Preparation of Slopes	350	sq. yds.	1.50	525.00
Concrete Slab Riprap	350	sq. yds.	8.00	2,800.00
8-inch Metal Drain Pipe	130	lin. ft.	3.50	455.00
				$137,884.00

Type Code X721
Valley View Road Interchange (Br. #8681)(Sta. 1201+30.20)(Contract 6005)

Shoring, Cribbing, Etc.	All	Required (9%)		$ 1,305.00
Structural Excavation	320	cu. yds.	$ 4.00	1,280.00
Structural Excavation Below Elevation Shown	30	cu. yds.	6.00	180.00
Furnish (10" BP 42#) Steel Piling	3,465	lin. ft.	4.15	14,379.75
Drive Steel Piles	113	only	55.00	6,215.00
Splice Steel Piles	26	only	35.00	910.00
Class "A" Concrete (890 cu. yds.)	All	Required (24%)		60,408.00
Metal Reinforcement (242,000 lbs.)	All	Required (27%)		30,923.10
Preparation of Slopes	390	sq. yds.	1.50	585.00
Concrete Slab Riprap	390	sq. yds.	8.00	3,120.00
8-inch Metal Drain Pipe	240	lin. ft.	3.50	840.00
				$120,145.85

Type Code 1721
Fern Valley Road Interchange (Br. #8682)(Sta. 1032+32.69)(Contract 6005)

Shoring, Cribbing, Etc.	All Required (36%)		$ 5,220.00
Structural Excavation	560 cu. yds.	$ 4.00	2,240.00
Structural Excavation Below Elevation Shown	60 cu. yds.	6.00	360.00
Furnish (10" BP 42#) Steel Piling	460 lin. ft.	4.15	1,909.00
Drive Steel Piles	13 only	55.00	715.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (835 cu.yds.)	All Required (22%)		55,374.00
Metal Reinforcement (208,000 lbs.)	All Required (24%)		27,487.20
Preparation of Slopes	330 sq. yds.	1.50	495.00
Concrete Slab Riprap	330 sq. yds.	8.00	2,640.00
8-inch Metal Drain Pipe	100 lin. ft.	3.50	350.00
			$ 96,895.20

Type Code 761
Suncrest Road U'xing (Br. #8683)(Sta. 1162+95)(Contract 6005)

Shoring, Cribbing, etc.	All Required (9%)		$ 1,305.00
Structural Excavation	370 cu. yds.	$ 4.00	1,480.00
Structural Excavation Below Elevation Shown	40 cu. yds.	6.00	240.00
Furnish (10" BP 42#) Steel Piling	125 lin. ft.	4.15	518.75
Drive Steel Piles	5 only	55.00	275.00
Splice Steel Piles	1 only	35.00	35.00
Class "A" Concrete (356 cu.yds. at $75.00)	All Required (9%)		22,653.00
55' to 60' Type III Prestressed Concrete Beams	4 only	1,040.00	4,160.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,285.00	6,425.00
70' to 75' Type III Prestressed Concrete Beams	10 only	1,380.00	13,800.00
Metal Reinforcement (66,300 lbs.)	All Required (8%)		9,162.40
Preparation of Slopes	300 sq. yds.	1.50	450.00
Concrete Slab Riprap	300 sq. yds.	8.00	2,400.00
6-inch Standard Steel Pipe	60 lin. ft.	10.00	600.00
8-inch Metal Drain Pipe	130 lin. ft.	3.50	455.00
			$ 63,959.15

Type Code 2081
Bear Creek Bridge (Br. #8684)(Sta. 1162+95)(Contract 6005)

Shoring, Cribbing, Etc.	All Required (18%)		$ 2,610.00
Structural Excavation	180 cu. yds.	$ 4.00	720.00
Structural Excavation Below Elevation Shown	20 cu. yds.	6.00	120.00
Furnish (10" BP 42#) Steel Piling	240 lin. ft.	4.15	996.00
Drive Steel Piles	8 only	55.00	440.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (272 cu.yds.)	All Required (7%)		17,619.00
55' to 60' Type III Prestressed Concrete Beams	8 only	1,040.00	8,320.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,285.00	6,425.00
Metal Reinforcement (45,500 lbs.)	All Required (5%)		5,726.50
8-inch Metal Drain Pipe	30 lin. ft.	3.50	105.00
			$ 43,151.50

[illegible]
E. Ashland Interchange (Br. #8693)(Sta. 1312+22.25)(Contract 6005)

Shoring, Cribbing, Etc.	All Required (10%)		$ 1,450.00
Structural Excavation	300 cu. yds.	$ 4.00	1,200.00
Structural Excavation Below Elevation Shown	30 cu. yds.	6.00	180.00
Furnish (10" BP 42#) Steel Piling	540 lin. ft.	4.15	2,241.00
Drive Steel Piles	10 only	55.00	550.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (890 cu.yds.)	All Required (24%)		60,408.00
Metal Reinforcement (226,400 lbs.)	All Required (26%)		29,777.80
Preparation of Slopes	430 sq. yds.	1.50	645.00
Concrete Slab Riprap	430 sq. yds.	8.00	3,440.00
4-inch Standard Steel Pipe	70 lin. ft.	8.00	560.00
8-inch Metal Drain Pipe	70 lin. ft.	3.50	245.00
			$100,766.80
	Subtotal		$562,802.50
	10% Engr. & Cont.		56,279.50
	Total		$619,082.00

Length of 6 Structures . . . . 0.000 Mile

Federal Funds	$569,000.00
State Funds	50,082.00
	$619,082.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(24)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

(STRUCTURES) OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 10, 1961

Type Code X731
Barnett Road Interchange (Br. #8676)(Sta. 864+38.32)

Install Conduit	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required	(18%)	1,980.00
Structural Excavation	570 cu.yds.	$ 6.50	3,705.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish (10" BP 42#) Steel Piling	1,120 lin.ft.	4.50	5,040.00
Drive Steel Piles	28 only	65.00	1,820.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (541 cu.yds. at $75.00)	All Required	(14%)	40,575.00
Metal Reinforcement (92,800 lbs. at $0.13)	All Required	(10%)	12,064.00
Structural Steel (298,000 lbs. at $0.24)	All Required		71,520.00
Metal Parapet Railing	580 lin.ft.	9.00	5,220.00
Preparation of Slopes	350 sq.yds.	0.50	175.00
Concrete Slab Riprap	350 sq.yds.	8.00	2,800.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$147,259.00

Type Code X721
Valley View Road Interchange (Br. #8681)(Sta. 1201+30.20)

Shoring, Cribbing, Etc.	All Required	(9%)	$ 990.00
Structural Excavation	320 cu.yds.	$ 6.50	2,080.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish (10" BP 42#) Steel Piling	3,465 lin.ft.	4.50	15,592.50
Drive Steel Piles	113 only	65.00	7,345.00
Splice Steel Piles	26 only	40.00	1,040.00
Class "A" Concrete (890 cu.yds. at $75.00)	All Required	(24%)	66,750.00
Metal Reinforcement (242,000 lbs. at $0.13)	All Required	(27%)	31,460.00
Preparation of Slopes	390 sq.yds.	0.50	195.00
Concrete Slab Riprap	390 sq.yds.	8.00	3,120.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
			$129,832.50

Type Code X721
Fern Valley Road Interchange (Br. #8682)(Sta. 1032+32.69)

Shoring, Cribbing, Etc.	All Required (36%)		$ 3,960.00
Structural Excavation	560 cu.yds.	$ 6.50	3,640.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish (10" BP 42#) Steel Piling	460 lin.ft.	4.50	2,070.00
Drive Steel Piles	13 only	65.00	845.00
Splice Steel Piles	3 only	40.00	120.00
Class "A" Concrete (835 cu.yds. at $75.00)	All Required (22%)		62,625.00
Metal Reinforcement (208,000 lbs. at $0.13)	All Required (24%)		27,040.00
Preparation of Slopes	330 sq.yds.	0.50	165.00
Concrete Slab Riprap	330 sq.yds.	8.00	2,640.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$104,105.00

Type Code 781
Suncrest Road U'xing (Br. #8683)(Sta. 1162+95)

Shoring, Cribbing, Etc.	All Required (9%)		$ 990.00
Structural Excavation	370 cu.yds.	$ 6.50	2,405.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish (10" BP 42#) Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	5 only	65.00	325.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (356 cu.yds. at $75.00)	All Required (9%)		26,700.00
55' to 60' Type III Prestressed Concrete Beams	4 only	1,000.00	4,000.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,200.00	6,000.00
70' to 75' Type III Prestressed Concrete Beams	10 only	1,400.00	14,000.00
Metal Reinforcement (66,300 lbs. at $0.13)	All Required (8%)		8,619.00
Preparation of Slopes	300 sq.yds.	0.50	150.00
Concrete Slab Riprap	300 sq.yds.	8.00	2,400.00
6-inch Standard Steel Pipe	60 lin.ft.	10.00	600.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 67,711.50

Type Code X081
Bear Creek Bridge (Br. #8684)(Sta. 1162+95)

Shoring, Cribbing, Etc.	All Required (18%)		$ 1,980.00
Structural Excavation	180 cu.yds.	$ 6.50	1,170.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish (10" BP 42#) Steel Piling	240 lin.ft.	4.50	1,080.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (272 cu.yds. at $75.00)	All Required (7%)		20,400.00

55' to 60' Type III Prestressed Concrete Beams	8 only	$1,000.00	$ 8,000.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,200.00	6,000.00
Metal Reinforcement (45,500 lbs. at $0.13)	All Required (5%)		5,915.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 45,465.00

Type Code X721
N. Ashland Interchange (Br. #8693)(Sta. 1312+22.25)

Shoring, Cribbing, Etc.	All Required (10%)		$ 1,100.00
Structural Excavation	300 cu.yds.	$ 6.50	1,950.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish (10" BP 42#) Steel Piling	540 lin.ft.	4.50	2,430.00
Drive Steel Piles	10 only	65.00	650.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (890 cu.yds. at $75.00)	All Required (24%)		66,750.00
Metal Reinforcement (226,400 lbs. at $0.13)	All Required (26%)		29,432.00
Preparation of Slopes	430 sq.yds.	0.50	215.00
Concrete Slab Riprap	430 sq.yds.	8.00	3,440.00
4-inch Standard Steel Pipe	70 lin.ft.	8.00	560.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$107,187.00

Subtotal	$601,560.00
10% Engr. & Cont.	60,156.00
Total	$661,716.00

Length of 6 Structures - - - - - 0.000 Mile

Federal Funds -	$608,000.00
State Funds -	53,716.00
	$661,716.00

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(24)18

Prestressed Beam Quantities

55' to 60' Beams

Overhead			$ 110.00
Metal Reinforcement	957 lbs.	$ 0.13	124.41
Prestress Steel	621 lbs.	0.40	248.40
Class "A-A" Concrete	8 cu.yds.	60.00	480.00
			$ 962.81

65' to 70' Beams

Overhead			$ 120.00
Metal Reinforcement	1,080 lbs.	$ 0.13	140.40
Prestress Steel	991 lbs.	0.40	396.40
Class "A-A" Concrete	10 cu.yds.	60.00	600.00
			$1,256.80

70' to 75' Beams

Overhead			$ 120.00
Metal Reinforcement	1,135 lbs.	$ 0.13	147.55
Prestress Steel	1,174 lbs.	0.40	469.60
Class "A-A" Concrete	11 cu.yds.	60.00	660.00
			$1,397.15

Federal Aid
Project No. I-5-1(24)18

Oregon State Highway Department

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 4, 1961

Type Code X731
Barnett Road Interchange (Br. #8676)(Sta. 864+38.32)

Install Conduit	All Required	$	$ 1,000.00
Shoring, Cribbing, etc.	All Required	(18%)	1,980.00
Structural Excavation	570 cu.yds.	6.50	3,705.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish (10" BP 42#) Steel Piling	1,120 lin.ft.	4.50	5,040.00
Drive Steel Piles	28 only	65.00	1,820.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (541 cu.yds. at $75.00)	All Required	(14%)	40,575.00
Metal Reinforcement (92,800 lbs. at $0.13)	All Required	(10%)	12,064.00
Structural Steel (309,000 lbs. at $0.24)*	All Required		74,160.00
Metal Parapet Railing	580 lin.ft.	9.00	5,220.00
Preparation of Slopes	350 sq.yds.	0.50	175.00
Concrete Slab Riprap	350 sq.yds.	8.00	2,800.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$149,899.00

Type Code X721
Valley View Road Interchange (Br. #8681)(Sta. 1201+30.20)

Shoring, Cribbing, etc.	All Required	(9%)	$ 990.00
Structural Excavation	320 cu.yds.	$6.50	2,080.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish (10" BP 42#) Steel Piling	3,465 lin.ft.	4.50	15,592.50
Drive Steel Piles	113 only	65.00	7,345.00
Splice Steel Piles	26 only	40.00	1,040.00
Class "A" Concrete (890 cu.yds. at $75.00)	All Required	(24%)	66,750.00
Metal Reinforcement (242,000 lbs. at $0.13)	All Required	(27%)	31,460.00
Preparation of Slopes	390 sq.yds.	0.50	195.00
Concrete Slab Riprap	390 sq.yds.	8.00	3,120.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
			$129,832.50

Type Code X721
Fern Valley Road Interchange (Br. #8682)(Sta. 1032+32.69)

Shoring, Cribbing, etc.	All Required	(36%)	$ 3,960.00
Structural Excavation	560 cu.yds.	$6.50	3,640.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish (10" BP 42#) Steel Piling	460 lin.ft.	4.50	2,070.00
Drive Steel Piles	13 only	65.00	845.00
Splice Steel Piles	3 only	40.00	120.00

Class "A" Concrete (835 cu.yds. at $75.00)	All Required (22%)		$ 62,625.00
Metal Reinforcement (208,000 lbs. at $0.13)	All Required (24%)		27,040.00
Preparation of Slopes	330 sq.yds.	$0.50	165.00
Concrete Slab Riprap	330 sq.yds.	8.00	2,640.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
			$104,105.00

Type Code 761
Suncrest Road U'xing (Br. #8683)(Sta. 1162+95)

Shoring, Cribbing, etc.	All Required (9%)		$ 990.00
Structural Excavation	370 cu.yds.	$6.50	2,405.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish (10" BP 42#) Steel Piling	125 lin.ft.	4.50	562.50
Drive Steel Piles	5 only	65.00	325.00
Splice Steel Piles	1 only	40.00	40.00
Class "A" Concrete (356 cu.yds. at $75.00)	All Required (9%)		26,700.00
55' to 60' Type III Prestressed Concrete Beams	4 only	1,000.00	4,000.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,200.00	6,000.00
70' to 75' Type III Prestressed Concrete Beams	10 only	1,400.00	14,000.00
Metal Reinforcement (66,300 lbs. at $0.13)	All Required (8%)		8,619.00
Preparation of Slopes	300 sq.yds.	0.50	150.00
Concrete Slab Riprap	300 sq.yds.	8.00	2,400.00
6-inch Standard Steel Pipe	60 lin.ft.	10.00	600.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 67,711.50

Type Code X061
Bear Creek Bridge (Br. #8684)(Sta. 1162+95)

Shoring, Cribbing, etc.	All Required (18%)		$ 1,980.00
Structural Excavation	180 cu.yds.	$6.50	1,170.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish (10" BP 42#) Steel Piling	240 lin.ft.	4.50	1,080.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (272 cu.yds. at $75.00)	All Required (7%)		20,400.00
55' to 60' Type III Prestressed Concrete Beams	8 only	1,000.00	8,000.00
65' to 70' Type III Prestressed Concrete Beams	5 only	1,200.00	6,000.00
Metal Reinforcement (45,500 lbs. at $0.13)	All Required (5%)		5,915.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 45,465.00

Type Code X721
N. Ashland Interchange (Br. #8693)(Sta. 1312+22.25)

Shoring, Cribbing, etc.	All Required (10%)		$ 1,100.00
Structural Excavation	300 cu.yds.	$6.50	1,950.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish (10" BP 42#) Steel Piling	540 lin.ft.	4.50	2,430.00
Drive Steel Piles	10 only	65.00	650.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (890 cu.yds. at $75.00)	All Required (24%)		66,750.00
Metal Reinforcement (226,400 lbs. at $0.13)	All Required (26%)		29,432.00
Preparation of Slopes	430 sq.yds.	0.50	215.00
Concrete Slab Riprap	430 sq.yds.	8.00	3,440.00
4-inch Standard Steel Pipe	70 lin.ft.	8.00	560.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$107,187.00
	Subtotal		$604,200.00
	10% Engr. & Cont.		60,420.00
	Total		$664,620.00

Length of 6 Structures - - - - - 0.000 Mile

Federal Funds -	$610,000.00
State Funds -	$ 54,620.00
	$664,620.00

*Note: Refer to letter dated November 29, 1961, subject "To all prospective bidders on 12th St.-North Ashland Interchange Six Structures Project. Bids to be received December 6, 1961" revising the estimated amount of structural steel required.

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(24)18

PRESTRESSED BEAM QUANTITIES

55' to 60' Beams

Overhead			$ 110.00
Metal Reinforcement	957 lbs.	$ 0.13	124.41
Prestress Steel	621 lbs.	0.40	248.40
Class "A-A" Concrete	8 cu.yds.	60.00	480.00
			$ 962.81

65' to 70' Beams

Overhead			$ 120.00
Metal Reinforcement	1,080 lbs.	$ 0.13	140.40
Prestress Steel	991 lbs.	0.40	396.40
Class "A-A" Concrete	10 cu.yds.	60.00	600.00
			$1,266.80

70' to 75' Beams

Overhead			$ 120.00
Metal Reinforcement	1,135 lbs.	$ 0.13	147.55
Prestress Steel	1,174 lbs.	0.40	469.60
Class "A-A" Concrete	11 cu.yds.	60.00	660.00
			$1,397.15

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COMMISSIONERS
M. B. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 11, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Polk:

Re: 12th Street-N. Ashland Interchange
Six Structures-- Bridge No. 8693
Contract No. 6005
FAP No. I-5-1(24)18

Tom Lillebo Construction Company began work on the 12th. St.-North Ashland Interchange, Six Structures, project on the Pacific Highway in Jackson County, Contract No. 6005, FAP No. I-5-1(24)18 on January 3, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

[illegible]

cc: Mr. J. H. Nash
Mr. Floyd Query ✓
Mr. D. B. Parkes

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6005

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
~~LEONARD I. LINDAS~~
CHIEF COUNSEL

January 10, 1962

Tom Lillebo Const. Co.,
Box 365
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6005, awarded December 8, 1961, for construction of 6 structures on the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JAN 9 1962
FOR FILING

6005

January 9, 1962

CERTIFIED MAIL

Scotts Mills Lumber Co.
1921 S. E. Grand Avenue
Portland, Oregon

Gentlemen:

Attached is your Cashier's Check No. 24-29019 in the amount of $30,000.00, which you submitted as a proposal guaranty with your second low bid on the 12th St.-N. Ashland Interchange Section of the Pacific Highway in Jackson County, on which bids were received December 6, 1961.

Contract
#6005

As this contract has been fully executed, we are returning your deposit to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. John Herr - Accounting
fp

RECEIVED
C 12 1961
FOR FILING

FORM BO-12 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 8, 1961

6005

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

C G Polk

SUBJECT: Oregon Project I-5-1(24)18

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6005 for Oregon Project I-5-1(24)18, 12th St.-N. Ashland Interchange Section of the Pacific Highway (Six structures), to Tom Lillebo Construction Co., of Reedsport, Oregon, low bidder in the amount of $562,802.50 at the December 6, 1961 bid opening.

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. L. FOSTER

RECEIVED
1961

COMMISSIONERS
M. [illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6005

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 8, 1961

Tom Lillebo Construction Company
P. O. Box 565
Reedsport, Oregon

Gentlemen:

The State Highway Commission on December 8, 1961 awarded to you State Highway Contract No. 6005 for the following project:

Construction of five undercrossing structures and one bridge on the 12th Street-N. Ashland Interchange section of the Pacific Highway in Jackson County.

This award was based on your bid of $562,802.50 which was the low bid submitted to the Commission on December 6,1961 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

CC: Tom Edwards
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
17 1961
FOR FILING

477 Cottage St. NE
Salem, Oregon

November 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project I-5-1(24)18

We have today approved the P. S. and E. documents for Oregon Project I-5-1(24)18, 12th Street - N. Ashland Interchange Section of the Pacific Highway, 6 structures.

This is to authorize your advertising for bids.

Distr:
1cc: Region
    Washington

Baxter

F-329(3) Grants Pass-E. Grants Pass 1961
Interch. Sec., Redwood Hwy.
#6006 (Grad. & Pav.)

C4A
2458

RECEIVED
SEP 2 6 1963
FOR FILING

FORM E-30X

6066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1963

SUBJECT: Grants Pass-East Grants Pass Section
"E" & "F" St. Couplet

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

As you undoubtedly know, all changes of access locations made during the construction must be approved by the Bureau of Public Roads and documented in all final records. All maps must be revised to conform to the "As Constructed" location of the accesses.

In the routine and required check of this project it was disclosed that 29 of the 39 approach locations varied, from plan designation, a minimum of 0.5 feet to a maximum of 30 feet. In addition, two approaches were added. A list of the access on the project showing the legal (of record) location, and the actual (as constructed) location of each is attached.

It has been determined that to resolve this particular situation in a satisfactory and acceptable manner, an indenture of access will be required for each access where the "As Constructed" location varies more than 10 feet from the "of record" location. On File 32628, where two additional accesses were constructed, an explanation of this construction will be required in addition to the grant of access forms.

Under normal (?) or ideal conditions these forms should be received for processing at some time previous to B.P.R. final inspection and approval. Will you please take the required measures to effect their submission at an early date.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:fp
Enc.
cc Lloyd Shaw ✓
D. H. Moehring
Floyd O. Scott

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Form E-40

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

"E" [illegible]

File No.	[illegible]	[illegible]		[illegible]		
[illegible]	[illegible]			[illegible]		
[illegible]	[illegible]					
[illegible]	[illegible]			22'		
✓	[illegible]					[illegible]
32621	[illegible]					
[illegible]	[illegible]		1			
[illegible]	[illegible]					
	"F"					
32650	[illegible]		1			
✓	[illegible]		1			
✓	[illegible]		1			
✓	[illegible]			[illegible]		
[illegible]	[illegible]					
✓	[illegible]			[illegible]		
[illegible]	[illegible]					

RECEIVED
MAR 21 1963

FOR FILING
F-329 (3)

6006

March 21, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Post-final Payment Correction

Gentlemen:

Please disregard our letter of March 19, 1963, regarding post-final payment to Morse Bros., due to a correction on the payment.

Post-final payment for $181.45 will be made to Morse Bros., on contract #6006 for grading-paving the Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in Josephine County, as soon as the warrant is prepared.

The total amount paid on this contract will be $341,037.69, including the post-final payment. Of the total, $2,452.49 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FORM E-123X 100M 4-62
MAR 14 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6006

March 13, 1963

Bailey, Swink & Gates
Attorneys at Law
223 S. E. H Street
Grants Pass, Oregon

Re: Accident 6/8/62
Homer Boren

Gentlemen:

Your letter of February 20, 1963, relating to the above accident, has been referred to the undersigned for reply.

Our field personnel have advised that the accident involving Mr. Boren took place on the Grants Pass-East Grants Pass Interchange separation, Redwood Highway. This construction was performed by Morse Bros., under our Contract No. 6006.

As to your request for a copy of the contract, a copy of the "Contract and Bond" is enclosed herewith. The applicable Standard Specifications, which also form a part of this and every other highway contract, are usually available free of charge, but our supply of these has been temporarily exhausted. However, these are available for your inspection either at the Highway Department Offices here in Salem, or at the office of Mr. Glenn Roberts, our Resident Engineer in Grants Pass.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks - enc.
cc: Floyd Query
E. A. Pease
Glenn Roberts
L. I. Lindas

NOTED
FLOYD QUERY

RECEIVED
MAR 11 1963
FOR FILING

[illegible] 9 (3)

6006

Dorothy
[illegible] on card
[illegible]

March 8, 1963

Riddlesbarger, Pederson, Brownhill
and Ingerson
Attorneys at Law
Cascade Building
Eugene, Oregon

Attention: Mr. Max A. Ingerson

Gentlemen:

Thank you for your letter of March 7 to which was attached an affidavit filed by Ron Sellers, Grants Pass distributor for Tidewater Oil Company, stating he had received from Morse Brothers the sum of $1,895.22 for products furnished to George Ledford Construction Company.

According to our records, this claim was in connection with our Contract No. 6006, awarded to Morse Brothers for work on the Grants Pass-East Grants Pass Interchange of the Redwood Highway.

Copies of the affidavit will be forwarded to the surety company. We have already written to them in response to Mr. Brownhill's letter dated March 1.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

NOTED ON CARD
lc

FQ:fkn

RIDDLESBARGER, PEDERSON, BROWNHILL & INGERSON
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
MAX A. INGERSON
LEO F. YOUNG

TELEPHONE
DIAMOND 5-8558

March 7, 1963

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Morse Bros. Construction Co.
- Ron Sellers

Dear Mr. Query:

I have been out of the office for some time with an illness and my partner wrote you on March 1, 1963 advising you that Ron Sellers of Tidewater Oil Company had been paid.

I am enclosing two copies of an affidavit executed by Mr. Sellers indicating payment in this matter for your records.

Very truly yours,

Max A. Ingerson

Max A. Ingerson

MAI:kh
Encl.

NOTED
FLOYD QUERY

RECEIVED
MAR 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 - 1963

FOR FILING

6006

March 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 6 covering the furnishing and installation of a 20' metal gate on the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County, Contract No. 6006, in connection with Federal-Aid Project No. F-329(3).

Installation of this gate was done in accordance with right of way agreement File 32629. This was checked with the BPR February 27, 1963, and verbally recommended for approval by the BPR Area Engineer and Assistant Appraiser.

The work was done during construction of the fencing to expedite construction. Submission of the agreement was inadvertently omitted by the Resident Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 6 - 1963
FOR FILING

March [illegible], 1963

Riddlesbarger, Pederson,
  Brownhill & Ingerson
Attorneys at Law
Cascade Building, 1170 Pearl St.
Eugene, Oregon

Attention: Mr. Thomas E. Brownhill

Gentlemen:

Thank you for your letter of March 1 informing us that Morse Bros. has paid in full the claim of Ron Sellers, Grants Pass distributor for the Tidewater Oil Company, for products sold by him to George Ledford Construction Co., subcontractor for Morse Bros.

Our records indicate this to be in connection with State Highway Contract No. 6006 with Morse Bros. for grading and paving the Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in Josephine County.

This information is being noted in our records.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
General Insurance Company of America
Portland Service Office
[illegible]09 S. W. 4th Avenue
Portland 4, Oregon

NOTED ON CARD
lc

Commissioners

CWH:fp

RIDDLESBARGER, PEDERSON, BROWNHILL & INGERSON
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
MAX A. INGERSON
LEO F. YOUNG

TELEPHONE
DIAMOND 5-8558

March 1, 1963

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

I am writing on behalf of Morse Bros. Construction Co. to inform you that in regard to Contract No. 6006, which is the Grants Pass - East Grants Pass Interchange Section on the Redwood Highway in Josephine County, Morse Bros. Construction Co. has paid in full the claim of Ron Sellers, the Grants Pass distributor for the Tidewater Oil Company, for products sold by him to George Ledford Construction Co. on or between April 20, 1962 and July 31, 1962.

Very truly yours,

Thomas E. Brownhill
Thomas E. Brownhill

TEB:kh

Cec,
please handle.
FQ

RECEIVED
MAR 4 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C W. HEAD

RECEIVED
MAR 1 1963

FOR FILING

March 1, 1963

General Insurance Co. of America
Portland Service Office
[illegible] Avenue
Portland [illegible], Oregon

Gentlemen:

Contract #6006 awarded to Morse Bros., for grading-paving the Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in Josephine County was completed on October 24, 1962, and accepted by the Highway Commission on February 27, 1963.

Final payment, in the amount of $10,093.28 will be released to the contractor after March 6, 1963. The total contract amount is $340,856.24 including $2,452.49 for work performed under force account.

You have been previously advised that a claim has been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon, Oregon

cc: L. H. Young
C. E. Wilson
Attn.: John Horr

RECEIVED
MAR 1 1963

FOR FILING

[illegible]

[illegible]

February 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 24, 1962, on Contract 6016. The contract was with Morse Bros. and was for grading and paving on the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 27, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan

LPS:ajw bbc

RECEIVED
JAN 22 1963
FOR FILING

Salem, Oregon
January 22, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on October 24, 1962, on Contract No. 6006, Grants Pass-East Grants Pass Interchange Section, in Josephine County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

The contract work was accepted by the BPR on October 30, 1962.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________

Conditions noted on above date:

Construction Engineer

EDBP:mmb

RECEIVED
DEC 28 1962
FOR FILE
F-329(3)

6006

December 27, 1962

Mr. A. M. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

re: Completion Erosion Control Work
Grants Pass-E. Grants Pass Section
Redwood Highway
Contract #6006
FAP F-329(3)

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated July 31, 1962 was completed November 6, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

HAN:ls

cc: Doug Parkes
Landscape
Construction
L. R. Chandler

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F-329(3)

For Week Ending November 24, 1962, 19

Section Grants Pass - E. Grants Pass Int.

Highway Redwood County Josephine

Contractor Morse Bros.

Date of contract December 8th., 19 61

Date work started March 16th., 19 62

Project authorization $ 392,641.76

Exclusive of engineering $ 364,720.57

Kind of work Grading and Paving

Section prefix 17 - 1052

Contract number 6006

Specified work days 100

Work days used 110

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $ 364,720.57

Estimated per cent overrun ~~or underrun~~ None %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 27,921.19

Engineering cost to date $ 29,700.00, 106.3 %

Date project was completed November 16th., 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Expect to submit semi-final estimate December 7th., 1962

CONSTRUCTION DIVISION
NOV 26 1962

NOTED

Signed E Roberts

Address P. O. Box 306, Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING cu. yd.	SURFACING ton	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING ton
Miles in project	1.45	1.45			1.45
Miles partially completed	None	None			None
Miles completed	1.45	1.45			1.45
Total estimated quantities (contract)	58,600	68,700			9000
Total quantities corrected to date	48,425	75,024			9,134
Estimated quantities moved or placed to date	48,425	75,024			9,134
Average daily quantities (Past Week)	None	None			None
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
OCT 29 1962

FOR FILING

F-329(3)

6006

October 29, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 24, 1962, on Contract No. 6006, Grants Pass-East Grants Pass Interchange Section, in Josephine County, in connection with Federal-Aid Project No. F-329(3).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:bb

cc: H. S. Cox

RECEIVED
OCT 23 1962

FOR FILING

[illegible]

6006

October 18, 1962

Mr. James R. Joiner
464 Jones Creek Road
Grants Pass, Oregon

Dear Mr. Joiner:

Reference is made to your request for access to the Pacific Interstate Highway on-off ramp at the East Grants Pass Interchange.

I should like to confirm what has been previously stated to you by representatives of this department from both Salem and Medford offices. In our right of way acquisition, all rights of access from the property to the highway were acquired by the State. This highway is a part of the National System of Interstate and Defense Highways, and as such is subject to provisions of the Federal Highway Act of 1956, which deny access to this type of highway and which provisions are supported both by the State and the Federal Governments.

In view of this, we have no alternative except to respectfully deny your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
G. W. Ross
L. W. Rulien
R. L. Lammert
R/W File 27178

RPH:mg jw

FORM E-30 80M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1962

To: Mr. Tom Edwards

SUBJECT: James R. Joiner
Request for Access
East Grants Pass Interchange

The subject named has acquired the former Bassman property at the East Grants Pass Interchange and requests access to the "AE" Line as indicated on the attached plan sheet.

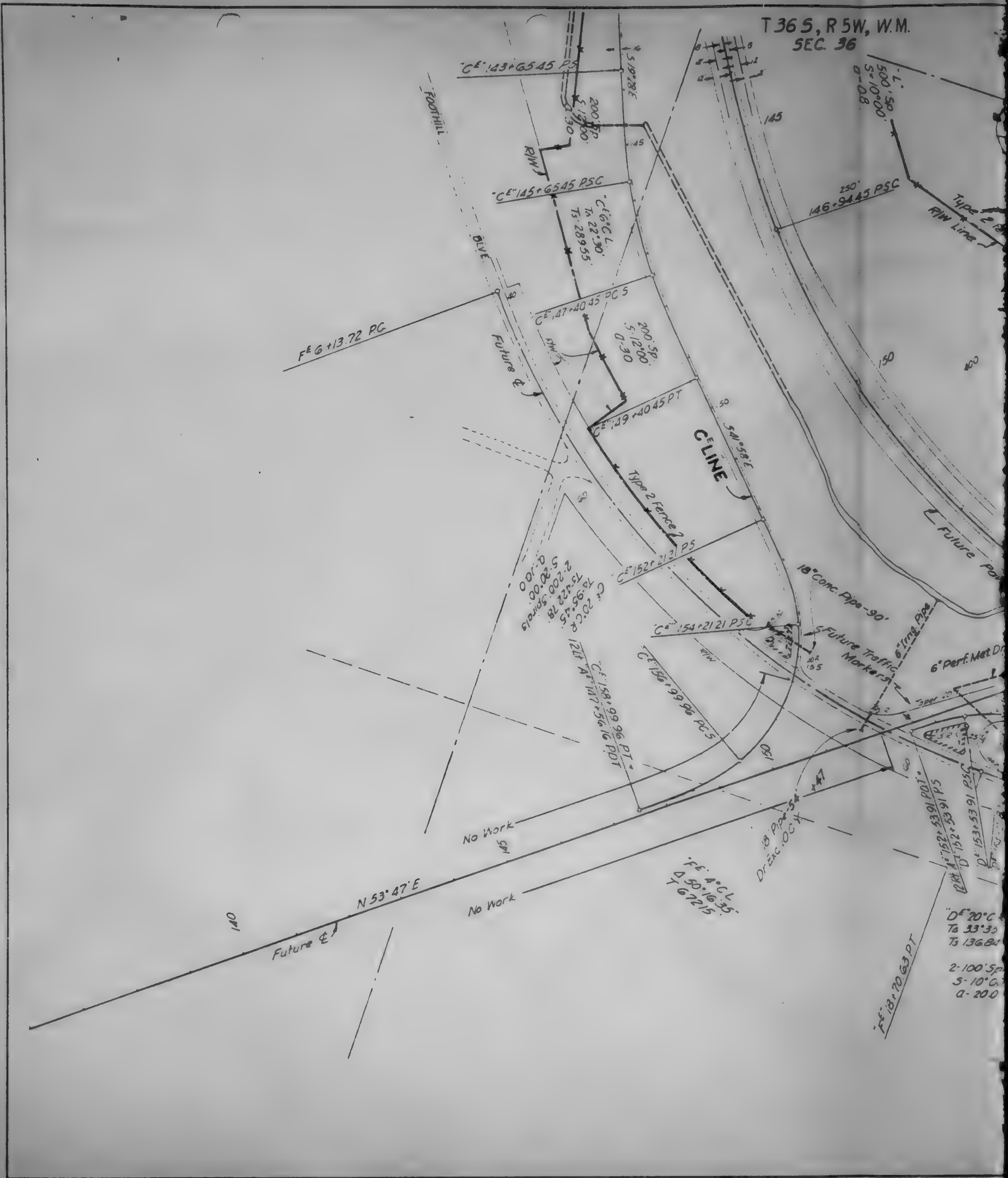
All rights of access were, of course, acquired in our right of way transaction. Both the undersigned and Mr. R. L. Lammert have been unsuccessful in convincing Mr. Joiner that access to the highway cannot be granted.

Mr. Joiner has requested he be so advised by higher authority. Attached is a rough draft of a suggested letter for that purpose. Copies of related correspondence are attached.

R. P. Hamilton
Utilities Permit Engineer

Attach.
RPH:mg

RECEIVED
OCT 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER


T 36 S, R 5W, W.M.
SEC. 36
"C" 143+65.45 PS
S 19°28' E
200' SP.
S 12°00'
a 30
R/W
145
FOOTHILL
BLVD.
"C" 145+65.45 PSC
"C" 6° CL
Δ 22°30'
Ts 289.55'
"C" 147+40.45 PCS
200' SP.
S 12°00'
a 30
R/W
F 6+13.72 PC
40
Future ℄
"C" 149+40.45 PT
50
S 41°58' E
C LINE
Type 2 Fence
"C" 152+21.21 PS
Ct 20° C.R.
Δ 95°45'
Ts 322.78'
2-200' Spirals
S 20°00'
a 10.0
12 Lt "A" 147+56.16 POT
"C" 158+99.96 PT
"C" 156+99.96 PCS
"C" 154+21.21 PSC
R/W
18" Conc. Pipe - 90'
Future Traffic Markers
6" Irrg. Pipe
6" Perf. Met. Dr
155
160
60
No Work
145
N 53°47' E
140
Future ℄
No Work
18" Pipe 54'
Dr. Exc. 10 C.Y.
47
"F" 4° CL
Δ 50°16'35"
T 672.15
12 Rt "A" 152+53.91 POT
"D" 152+53.91 PS
"D" 153+53.91 PSC
"D" 20° C
Ta 33°3
Ts 136.8
2-100' Sp
S-10°
a-20.0
"F" 18+70.63 PT
"L"
500' SP.
S-10°00'
a-0.8
145
250'
146+94.45 PSC
Type 2
R/W Line
150
Future

6 V-3-2

GRANTS PASS-JACKSON CO. LINE SEC. PACIFIC HIGHWAY JOSEPHINE COUNTY				SHEET No. 7A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(6)53		See Index

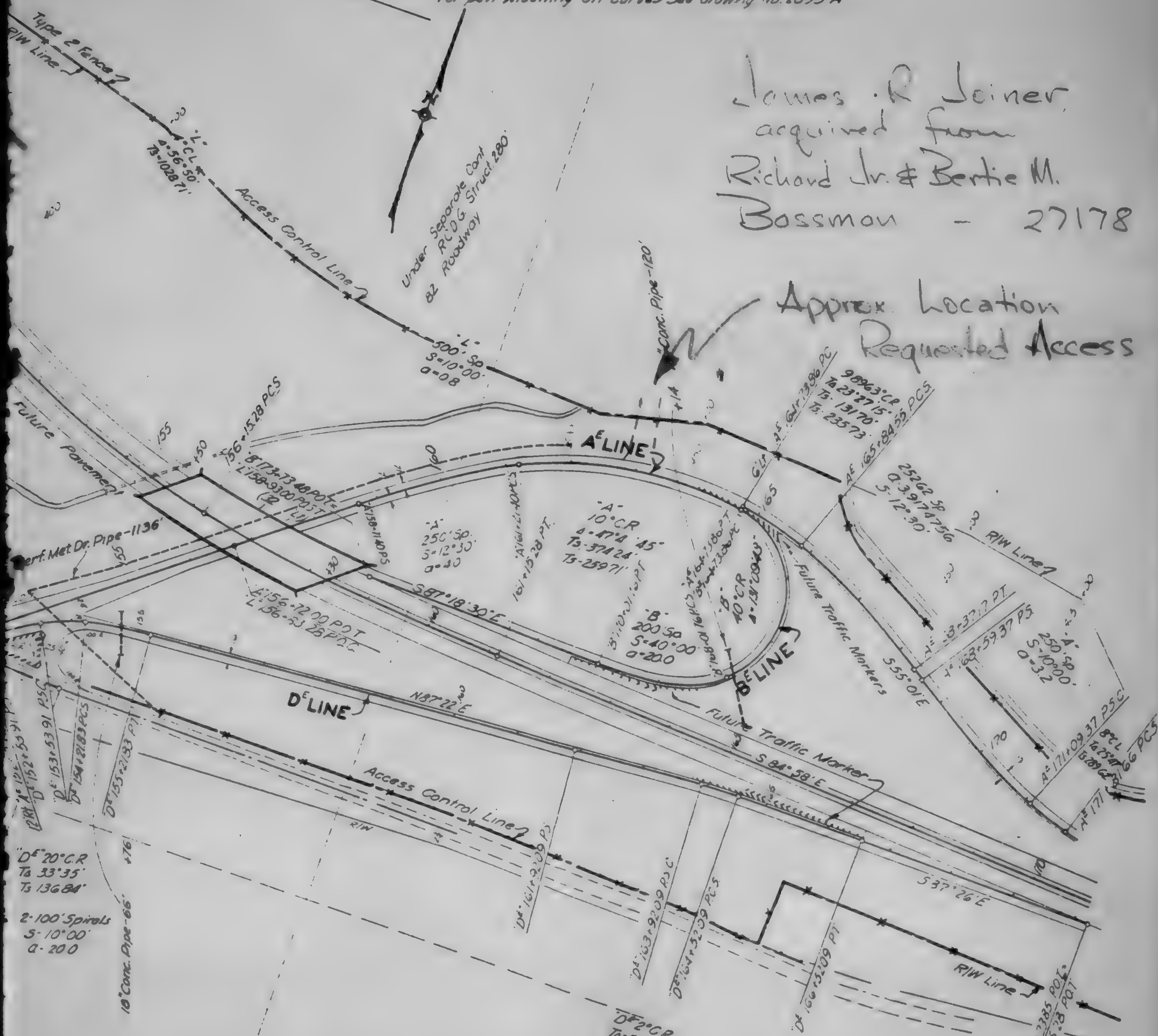
D AS CONSTRUCTED
Apr. 1961 CONTRACT 5408

EAST GRANTS PASS INTERCHANGE

See Sheet 7 for Drainage Plan &
Sheets 7B, 7C, 7D for Profiles.
For pav't widening on Curves see drawing No. 2093-A

James R Joiner
acquired from
Richard Jr. & Bertie M.
Bossmon - 27178

Approx Location
Requested Access



Type 2 Fence
R/W Line
"L" 4°56'50" Ts 1028.71'
Access Control Line
Under Separate Cont. RC.D.G. Struct. 280 82 Roadway
Conc. Pipe-120'
"L" 500' Sp. S=10°00' a=08
A^E LINE
9.8963° CR Ta 23°27'15" Ts 131.70' Ts 235.73'
A^E 165+84.55 PCS
252.62 Sp. a 3.9174756 S 12°30'
R/W Line
Future Pavement
Perf. Met. Dr. Pipe-1136'
"A" 250' Sp. S=12°30' a=40
"A" 10°CR Δ=47°4'45" Ta 374.24' Ts 259.71'
"B" 200' Sp. S=40°00' a=20.0
"B" 40°CR
Future Traffic Markers
S 55°01'E
A^E 168+59.37 PS
"A" 250' Sp. S=10°00' a=32
A^E 171+09.37 PSC
D^E LINE
S 87°18'30"E
N 87°22'E
B^E LINE
Future Traffic Marker
S 84°58'E
Access Control Line
R/W
S 87°26'E
R/W Line
"D^E" 20°CR Ta 33°35' Ts 136.84'
2-100' Spirals S-10°00' a-20.0
18" Conc. Pipe-66'
"D^E" 2°CR Ta 5°12' Ts 230.12' 2-200' Spirals S-2°00' a-10
D^E 170+23.85 POT

FORM E-90X—90M—11-61—40831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
Oct. 5, 1962

To: R. P. Hamilton
Utilities Permit Engineer
Salem, Oregon

SUBJECT: James R. Joiner
464 Jones Creek Rd.
Grants Pass, Oregon

Attached is a copy of a letter which you directed to Mr. R. L. Lammert and in which you requested Mr. Lammert to contact a Mr. Joiner and explain our access policies. Also, attached is a copy of a letter from R. L. Lammert which indicates that he looked the access problem over on the ground with Mr. Joiner, advised Mr. Joiner that he would have to recommend against the issuance of a permit but also was advised by Mr. Joiner that he wished his answer from higher authority.

Please, therefore, do as you suggested, that is, prepare a letter for Mr. Edwards' signature.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

FORM E-30X—50M—11-61—40331

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
October 5, 1962

SUBJECT: James R Joiner
[illegible] Jones Creek Rd
Grants Pass, Oregon

To: [illegible] Chandler
Division Engineer
Roseburg

Mr Joiner and myself inspected the proposed road approach site at approximate Station 153, "[illegible]" Line, East Grants Pass Interchange.

Approach is within the limits of our Interstate freeway system where private access is prohibited. The reasons for this policy were fully explained to Mr Joiner and that this office could not recommend the issuance of the permit.

Mr Joiner was very cordial and understands our position but is insisting that his request go to the Assistant State Highway Engineer.

This office recommends that this request be granted.

R L [illegible]
R L [illegible]
Dist Maint Supt

RLL/f
cc: James R Joiner

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 196[illegible]

SUBJECT: James R. Joiner
464 Jones Creek Rd.
Grants Pass,
Telephone GR 9-3265

To: Mr. R. L. Lammert.
District Maintenance Supt.
Medford

L

The subject named was in this office September 21 requesting information for applying for a road approach permit.

The Joiners have acquired the former Rassman property (R/W File 27178) and request access to the E. Grants Pass Interchange at approximately "AB" Line Station 163. They were advised that in our right of way transaction with Rassman all rights of access.. were acquired, and they were shown a copy of our deed evidencing same; our reasons for and position in denying access at this location was thoroughly explained.

I was absolutely unable to change Mr. Joiner's opinion that if the Department's representative would inspect the site, he would see that no hazard would be presented and might possibly recommend favorably for the issuance of a permit - - even after being informed that such a recommendation, if submitted, would surely be rejected by higher authority.

Would you please extend to Mr. Joiner the courtesy of an inspection of the site. Possibly after explaining what your recommendation must be he may drop the request. I'm inclined to believe, however, that he will insist his request go the full route to higher authority. In that event, please advise us through channels, and we will prepare a letter for Mr. Edwards signature.

I would add that the Joiners were very pleasant during our conversation: just very insistent that their request be given full consideration.

R. P. Hamilton
Utilities Permit Engineer

RPH:mg

cc: L. R. Chandler

RECEIVED
Oct 4 1962
FOR FIL

6006

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

October 1, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from W. W. Balderree, c/o Balderree & Calver, 130 N. W. D. Street, Grants Pass, Oregon and filed as of this date, a notice of claim by Ron Sellers for gasoline, oil, grease and other petroleum products sold and delivered to George Ledford Construction Company which was a sub-contractor under Morse Bros., a co-partnership in the sum of $1,895.22 per annum interest at the rate of six percent from August 1, 1962 until paid, against the bond taken from J. D. Morse, F. W. Morse and W. F. Morse, co-partners dba Morse Bros., Lebanon, principal and General Insurance Company of America, surety for the work of constructing the connection of the East Grants Pass Interchange on U. S. Highway 5 wi the City of Grants Pass, which constituted an extension of the Redwood Highway to said Grants Pass Interchange and which work bore the Project No. F-329 (3). Oregon State Highway Contract No. 6006.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

Have already notified
surety & contractor of this filing
with Hwy. & Sec. of State
C.H.

Ilc
please handle
FQ

NOTED ON CARD
A C

NOTED
FLOYD QUERY

NOTICE OF CLAIM

TO: Howell Appling,
Secretary of State
State Capitol
Salem, Oregon

Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Ron Sellers, has a claim for gasoline, oil, grease and other petroleum products sold and delivered on, about and between April 20, 1962 and July 31, 1962, both dates inclusive, in the sum of $1,835.22, together with interest thereon at the rate of six percent (6%) per annum from August 1, 1962 until paid, against the bond taken from J. D. Morse, F. W. Morse and W. F. Morse, Co-partners, doing business under the firm name and style of Morse Bros., of Lebanon, Oregon, as principal, and General Insurance Company of America, as surety, for the work of constructing the connection of the East Grants Pass Interchange on U. S. Highway 5 with the City of Grants Pass, which constituted an extension of the Redwood Highway to said Grants Pass Interchange and which work bore the Project No. F-329 (3) and the contract to the State of Oregon, through the State Highway Commission with J. D. Morse, F. W. Morse and W. F. Morse, Co-partners, doing business under the firm name and style of Morse Bros. bore the number 6006.

The said gasoline, oil, grease and other petroleum products were sold and delivered to the George Ledford Construction Company which was a sub-contractor under the said Morse Bros., a Co-partnership, for a portion of the work to be done under said contract of the State Highway Commission No. 6006.

This notice is given pursuant to O.R.S. Chapter 279.

Dated this 24th day of September, 1962.

File # 3969

FILED
OCT 1 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RON SELLERS

Mailing Address:
Ron Sellers
Tidewater Oil Company
P. O. Box 23
Grants Pass, Oregon

RECEIVED
OCT 1 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 2 1962
FOR FILING

[illegible]

6006

October 1, 1962

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A letter dated September 27 with claim attached has been received from Balderree and Calvert, Attorneys at Law, Grants Pass, on behalf of Ron Sellers, Grants Pass, advising that George Ledford Construction Company, (subcontractor), owes him for petroleum products in the amount of $1,895.22 plus interest.

From the description in the Notice of Claim, this appears to be in connection with State Highway Contract No. 6006 with Morse Bros., for grading and paving the Grants Pass-East Grants Pass Interchange Section on the Redwood Highway in Josephine County.

It also appears that this claim has been filed with the Secretary of State. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Morse Bros.
P. O. Box 266
Lebanon, Oregon

Roland King, Res. Agent
P. O. Box 157
Lebanon, Oregon

Commissioners

NOTED ON CARD
dc

CWH:fkn

October 1, 1962

Balderree & Calvert
Attorneys at Law
P. O. Box 578
Grants Pass, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of September 27 and attached Notice of Claim of your client, Ron Sellers, stating that George Ledford Construction Company, (subcontractor), owes him $1,895.22 plus interest for petroleum products furnished on Contract No. 6006.

This appears to be in connection with State Highway Contract No. 6006 with Morse Bros., for grading and paving the Grants Pass-East Grants Pass Interchange Section on the Redwood Highway in Josephine County.

It appears that a copy of this claim has also been filed with the Secretary of State.

This information will be noted in our records and we will advise the surety and the contractor of your client's claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

NOTED ON CARD
dc

BALDERREE & CALVERT
ATTORNEYS AT LAW
130 N. W. D STREET
P. O. BOX 578
GRANTS PASS, OREGON

W. W. BALDERREE
JESSE R. CALVERT, JR.

TELEPHONE
GREENWOOD 6-6677

September 27, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Contract No. 6006
Grants Pass-East Grants Pass
Interchange Section Redwood
Highway-Josephine County

Dear Sir:

I am enclosing herewith a notice of claim executed by Ron Sellers in the amount of $1,895.22 in connection with the above project and contract, which claim is self-explanatory.

I shall appreciate it if you will kindly acknowledge receipt of this claim.

Very truly yours,

W. W. Balderree

NOTED
FLOYD QUERY

Cc, please reply
FQ

WWB:ml
Cert.

RECEIVED
SEP 28 1962
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: Howell Appling,
Secretary of State
State Capitol
Salem, Oregon

Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Ron Sellers, has a claim for gasoline, oil, grease and other petroleum products sold and delivered on, about and between April 20, 1962 and July 31, 1962, both dates inclusive, in the sum of $1,895.22, together with interest thereon at the rate of six percent (6%) per annum from August 1, 1962 until paid, against the bond taken from J. D. Morse, F. W. Morse and W. F. Morse, Co-partners, doing business under the firm name and style of Morse Bros., of Lebanon, Oregon, as principal, and General Insurance Company of America, as surety, for the work of constructing the connection of the East Grants Pass Interchange on U. S. Highway 5 with the City of Grants Pass, which constituted an extension of the Redwood Highway to said Grants Pass Interchange and which work bore the Project No. F-329 (3) and the contract to the State of Oregon, through the State Highway Commission with J. D. Morse, F. W. Morse and W. F. Morse, Co-partners, doing business under the firm name and style of Morse Bros. bore the number 6006.

The said gasoline, oil, grease and other petroleum products were sold and delivered to the George Ledford Construction Company which was a sub-contractor under the said Morse Bros., a Co-partnership, for a portion of the work to be done under said contract of the State Highway Commission No. 6006.

This notice is given pursuant to O.R.S. Chapter 279.

Dated this 24th day of September, 1962.

RON SELLERS

Mailing Address:
Ron Sellers
Tidewater Oil Company
P. O. Box 28
Grants Pass, Oregon

RECEIVED
OCT 1 1962
FOR FILING

September 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering embankment and drainage correction on the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County, Contract No. 6006, in connection with Federal-Aid Project No. F-329(3).

The planned excavation has been completed and equipment moved from the project. There is a low area between Foothill Blvd. and the freeway ramps. The City has requested correction.

Filling the low area requires a change in the drainage, which will require a special catch basin and pipe. It may also be necessary to install guard rail when the other work is completed.

This work was verbally recommended for approval by the BPR Area Engineer September 21, 1962. Your approval as of that date is requested. The Field has been authorized to proceed as an emergency measure to have the corrections made before heavy rains start.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

Enc.

FORM E823X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
[illegible] 1962
FOR FILING

September 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Final Record Samples
Grants Pass-East Grants
Pass Section
Redwood Highway
Project F-329(3)

Dear Sir:

Attached is one copy of our Division Geologists report of record sampling of base material made on this project. This sampling was done in the presence of Mr. Nichols of your office.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

Enclosure

CHB:fp

cc General Files

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 24, 1962

SUBJECT: Bureau of Public Roads Final Sampling
Grants Pass-E. Grants Pass Inter.
Redwood Highway - Josephine County
F.A. Project F-329(3)

To L. N. Chandler
Division Engineer

O F F I C E

Date Sampled: 8/24/62
BPR Representative: R. A. Nichols
Samples taken from: Top, Bottom and Blanket Course Base
Work to be done: Completed

	Top Course	Bottom Course	Blanket Course
1. Station 147+50 10' Rt.			
Sample Data No.	A85622	A85623	A85624
Constructed thickness:	2"	14½"	5½"
Specified thickness:	2"	16"	4"
2. Station 107+50 ℄			
Sample Data No.	A85625	A85651	A85652
Constructed thickness:	2"	16"	4"
Specified thickness:	2"	16"	4"
3. Station W94+00 6' Rt.			
Sample Data No.	A85653	A85654	A85656
Constructed thickness:	1½"	15½"	5½"
Specified thickness:	2"	16"	4"
4. Station E92+00 10' Lt.			
Sample Data No.	A85657	A85658	A85659
Constructed thickness:	1¾"	16¼"	3½"
Specified thickness:	2"	16"	4"

The total thickness was obtained throughout the total length of the project. Compaction was good except at Station 147+50, except in the top four inches. Samples passed except the 2 - 0 material where there was a deficiency on the 1-inch screen and an excess passing the 1/4-inch screen.

Following is a list of record samples taken.

Size	Sample Data No.	Site
2 - 0	A88857	On Rd. Station 126+00
2 - 0	56	Stockpile
¾ - 0	55	"
2 - 0	A85565	"
¾ - 0	66	"
¾ - ¼	67	"
¼ - 0	68	"

R. J. Van Cleave

R. J. Van Cleave
Division Geologist

RJVC:ds
cc: Glenn Roberts
Construction (3)

RECEIVED
SEP 17 1962
FOR FILING

6-6

September 14, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
440 Winter Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

In reply to Mr. M. E. Martins letter dated November 9, 1961, regarding that portion of the East Grants Pass Interchange-Skunk Creek (F Street) Section of the Redwood Highway, Oregon Project No. 329 (3), parking was restricted to "parallel only" on both sides of East "E" Street and East "F" Street from South 6th Street to a connecting leg approximately 300 feet westerly of the easterly end of the one-way couplet.

Future parking and traffic regulations were not included in the executed agreement. This agreement was executed prior to the time the State-City agreements contained the provisions as required by the Bureau of Public Roads in IM 20-10-60 regarding future parking and traffic regulations.

The City of Grants Pass was informed by letter (see attachment) that the relocation of any city owned utilities must be done in conformance with the regulations set forth in PPM 30-4 and that the city shall submit to state for approval plans and estimates (including equipment rental if used) of the cost of any work to be performed by city in connection with this project. Copies of the plans and estimates, after they are received from the city, will be submitted to the Bureau of Public Roads for your approval before the State will allow the City to proceed with any utility work.

This letter is to certify to the Bureau of Public Roads that any future changes in any future parking regulations or traffic control measures, in connection with this project, before they can be effected by the city, will have the prior approval of the Highway Commission and the Division Engineer of the United States Bureau of Public Roads.

It is hoped that this letter will clarify the points not covered in the agreement under the provisions of IM 21-10-60 and that the Bureau of Public Roads will now approve the project agreement for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

R. L. Porter
Assistant State Highway Engineer

JDG:eb
Att.

cc: J. W. Nash
Ted Litchfield

RECEIVED
SEP 6 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 5, 1962

City of Grants Pass
City Hall
Grants Pass, Oregon

ATTENTION: Mr. Robert Casey

Re: Water Line Adjustment
Grants Pass-East Grants Pass Interchange Section
Redwood Highway - Josephine County
Project No. F-329(3)

Gentlemen:

Your estimate and sketch map for the lowering of the ten-inch water main at the intersection of East "F" and Mill Streets on this section have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 17, 1962.

Reimbursement for this work will be made in the lump sum amount of $292.70, in accordance with paragraph 7-e(3) of PPM 30-4, upon the receipt of your statement. Please indicate on your bill the dates when the work began and when it was completed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: General Files
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
G. E. Roberts
P. R. Barnhart

COPY

This is a copy of my letter in a matter in which you are interested which is being sent you for your information. The original has been mailed to addressee.

7/16

BALDERREE & CALVERT
ATTORNEYS AT LAW
GRANTS PASS, OREGON

September 4, 1962

Morse Bros. Construction Co.
P.O. Box 266
Lebanon, Oregon

Re: Grants Pass-East Grants Pass
Interchange on U.S. Highway 5
Oregon State Highway Commission
Contract No. 6006

Gentlemen:

I wrote you under date of August 28th last in behalf of Ron Sellers, local distributor for the Tidewater Oil Company, with regard to the $1,895.22 due him for materials and supplies delivered to your subcontractor, George Ledford Construction Co., under the above contract. The supplies sold were used under this contract. I might add that no payment has been made on the account.

I renew my prior request that you supply us with a copy of your contract with the George Ledford Construction Co. and a copy of the bond supplied by it on the contract. I am sure you are aware that under the statute we are entitled to these copies.

Thanking you for your immediate attention to this, I am,

Very truly yours,

WWB:ml
cc: Oregon State Highway
Commission

RECEIVED
SEP - [illegible]
OREGON
STATE HIGHWAY COMMISSION

COPY

This is a copy of my letter in a matter in which you are interested which is being sent you for your information. The original has been mailed to addressee.

File

BALDERREE & CALVERT
ATTORNEYS AT LAW
GRANTS PASS, OREGON

August 28, 1962

#6006B

Morse Bros. Construction Co.
P.O. Box 266
Lebanon, Oregon

Re: East Grants Pass-Highway 5
Interchange

Gentlemen:

I am writing you in behalf of Ron Sellers, local distributor for the Tidewater Oil Company, with regard to a balance due him in the amount of $1,895.22 for materials and supplies delivered to your subcontractor, George Ledford Construction Co. The claim is primarily for diesel fuel and gasoline, but includes some lubricating oils and greases.

Under the statute request is hereby made for a copy of your contract with George Ledford Construction Co. and the bond.

Thanking you for your immediate attention to this, I am,

Very truly yours,

WWBalderree

WWB:ml
cc: Oregon State Highway Department
Salem, Oregon

RECEIVED
AUG 29 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
5 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 31, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.8-DE Salem, Oregon

M. E. Martin
District Engineer

Utility Adjustment - City of Grants Pass
Grants Pass-E. Grants Pass Interchange Section
Redwood Highway
Project F-329(3)

We hereby approve the lowering of the 10 inch water main at the intersection of East "F" Street and Mill Street on the subject project, by City Forces, at the agreed lump sum cost of $292.70, as requested in your letter of August 13, 1962, which transmitted copies of the estimate, dated July 10, 1962, and sketch map covering the proposed work. This work is in accordance with the State-City Agreement dated October 4, 1960.

You are authorized to proceed with this work as of July 17, 1962, the date verbal approval was granted by this office. Approval and reimbursement will be made on a lump sum basis in accordance with the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
9-4-62

NOTED
R. L. PORTER

RECEIVED
UG 29 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 28, 1962

[illegible]
6006

A. M. Parsons, Division Engineer
08-35.8-D2 Salem, Oregon

Grants Pass-E. Grants Pass Section
of the Redwoods Highway
Oregon F-329(3)
Order for State Force Work #2
Seeding and mulching

Reference is made to your letter dated August 22, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
R. L. PORTER

original To Young
with attachments
8-29-62

RECEIVED
AUG 24 1962
FOR FILING

Gill

August 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 22-238, covering seeding and mulching on the Grants Pass-S. Grants Pass Section of the Redwood Highway in Josephine County, Contract No. 4006, in connection with Federal Aid Project No. F-329(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $800.00, with Federal participation of $460.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mab
Enc.

RECEIVED
UG 14 1962
FOR FILING

6666

August 13, 1962

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Grants Pass-N. Grants Pass Interch.
Redwood Highway
Josephine County
Project No. F-329(3)

Dear Sir:

Herewith are two copies each of the estimate and sketch prepared by the City of Grants Pass covering the lowering of a 10" water line in connection with construction of the subject project. Copies of the agreement with the City were previously submitted.

This work was not anticipated in the original estimate, the necessity being determined after construction started. As an emergency measure verbal approval was given by the BPR Administrative Manager, Mr. L. A. Backlund, July 17, 1962, so the work could proceed and not delay construction.

Your approval of this work as of July 17, 1962, with reimbursement to be made on a lump sum basis of $292.70 under the provisions of PPM 30-4 is requested. The City has agreed to the deletion of the 15% overhead in the amount of $43.91 included in the estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:rm

RECEIVED
JUN 28 1962
FOR FILING

6006

June 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering sanitary sewer laterals on "F" Street on the Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in Josephine County, Contract No. 6006, in connection with Federal-Aid Project No. F-329(3).

It is necessary to lower existing sanitary sewer connections wherever they are found to be above subgrade or so near subgrade that heavy equipment would break them. This work was not included in the contract. This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

6006

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JN 27 1962
FOR FILING

PROGRESS TRANSACTION NO.	FO... PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Josephine
		PROJECT NO. F-329(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Grants Pass 9th St. East 1.5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	~~XXXX~~ 1.5
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 378,235.00	$ 238,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

ASSISTANT State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 22, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Grants Pass - E. Grants Pass Interchange Section, Project No. F-329(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ra

June 6, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Grants Pass-E. Grants Pass Interchange Section, Project No. F-329(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. F-329(3)

GRANTS PASS-E. GRANTS PASS INTERCHANGE SECTION
OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1962

Type Code 6201
Four-Lane Roadway (Sta. "W"75+70 to Sta. "W"99+00) (Contract No. 6006)

Clearing and Grubbing	All Required (45%)		$ 450.00
Drainage Excavation, Unclassified	690 cu.yds.	$ 5.00	3,450.00
Embankment in Place	9,600 cu.yds.	.80	7,680.00
Finishing Roadbed and Slopes	All Required (45%)		382.50
22-inch Arch-Type Corrugated Metal Pipe	250 lin.ft.	5.78	1,445.00
8-inch Sewer Pipe	600 lin.ft.	1.85	1,110.00
10-inch Sewer Pipe	1,500 lin.ft.	2.25	3,375.00
12-inch Sewer Pipe	400 lin.ft.	3.10	1,240.00
15-inch Sewer Pipe	500 lin.ft.	3.80	1,900.00
24-inch Sewer Pipe	500 lin.ft.	6.50	3,250.00
Salvaging and Stockpiling Culvert Pipe	42 lin.ft.	7.00	294.00
Concrete Inlets, Type "G-1"	30 only	86.00	2,580.00
Concrete Manholes	1 only	250.00	250.00
Adjustment of Manholes	5 only	50.00	250.00
Class "A" Concrete	130 cu.yds.	67.00	8,710.00
Metal Reinforcement	17,000 lbs.	.145	2,465.00
Concrete Curbs and Gutters	500 cu.yds.	42.50	21,250.00
Concrete Driveways	44 sq.yds.	4.75	209.00
Coarse Crushed Material in Base	18,000 tons	1.90	34,200.00
3/4" - 0 Material in Base	6,400 tons	2.13	13,632.00
Sprinkling	450 M-gals.	3.00	1,350.00
Preparation of Base	All Required (45%)		225.00
3/4" - 0 Material in Binder Course	150 cu.yds.	3.50	525.00
RC-3 Asphalt	25 tons	46.00	1,150.00
Asphaltic Concrete Mixture	3,950 tons	4.67	18,446.50
Asphalt in Mixture	210 tons	35.80	7,518.00
Extra for Paving Approaches	26 only	25.00	650.00
Asphaltic Concrete Traffic Markers, Type "L"	520 lin.ft.	1.00	520.00
			$138,507.00
Flagging (57½% of Contractors' Cost.)	All Required (50%)		$ 1,000.00
Seeding and Mulching	All Required		140.00
Signing (Temporary)	All Required (50%)		75.00
			$ 1,215.00

Utility Work

Work by City of Grants Pass	All Required	$ 376.00

Subtotal	$140,098.00
10% Engr. & Cont.	14,009.00
Total	$154,107.00

Length of Roadway - - - - - - - - - - - 0.441 mile
Cost of Roadway per mile - - - - - - - $349,448.97

Type Code 6201
Two-Lane Roadway (Sta. [illegible]99.00 to Sta. 152+26) (Contract No. 6006)

Clearing and Grubbing	All	Required (55%)		$ 550.00
Drainage Excavation, Unclassified	980	cu.yds.	$ 5.00	4,900.00
Embankment in Place	49,000	cu.yds.	.80	39,200.00
Finishing Roadbed and Slopes	All	Required (55%)		467.50
Rounding Cutbanks	240	lin.ft.	.50	120.00
18-inch Corrugated Metal Pipe	400	lin.ft.	6.30	2,520.00
24-inch Corrugated Metal Pipe	110	lin.ft.	9.45	1,039.50
18-inch Concrete Pipe	60	lin.ft.	6.30	378.00
22-inch Arch-Type Corrugated Metal Pipe	550	lin.ft.	5.78	3,179.00
72-inch Arch-Type Corrugated Metal Pipe	220	lin.ft.	39.90	8,778.00
18-inch Corrugated Metal Siphon Pipe	210	lin.ft.	9.45	1,984.50
24-inch Corrugated Metal Siphon Pipe	170	lin.ft.	11.55	1,963.50
Concrete End Basins	20	cu.yds.	100.00	2,000.00
8-inch Perforated Metal Drain Pipe	740	lin.ft.	2.40	1,776.00
Special Backfill in Drains	140	cu.yds.	6.00	840.00
Salvaging and Reinstalling Culvert Pipe	54	lin.ft.	4.80	259.20
6-inch Coated Steel Pipe, 12 Gage	130	lin.ft.	3.50	455.00
Salvaging and Reinstalling Coated Steel Pipe	130	lin.ft.	2.50	325.00
Concrete Discharge Basin	All	Required		80.00
1-1/2 Inch Electrical Conduit	180	lin.ft.	1.75	315.00
Type 2 Fence	430	rods	5.90	2,537.00
Metal Guard Rail	770	lin.ft.	2.36	1,817.20
Guide Posts, W-2	32	only	6.75	216.00
Guide Posts, Y-2	10	only	7.25	72.50
Guide Posts, Y-3	1	only	8.50	8.50
Coarse Crushed Material in Base	32,000	tons	1.90	60,800.00
3/4" - 0 Material in Base	12,300	tons	2.13	26,199.00
Sprinkling	1,130	M-gals.	3.00	3,390.00
Preparation of Base	All	Required (55%)		275.00
3/4" - 0 Material in Binder Course	150	cu.yds.	3.50	525.00
RC-3 Asphalt	25	tons	46.00	1,150.00
Asphaltic Concrete Mixture	5,050	tons	4.67	23,583.50
Asphalt in Mixture	280	tons	35.80	10,024.00
Extra for Paving Approaches	8	only	25.00	200.00
				$201,927.90

Flagging (57½% of Contractor's Cost)	All Required (50%)	$ 1,000.00
Seeding and Mulching	All Required	500.00
Signing (Temporary)	All Required (50%)	75.00
Salvage & Reinstall Electric Water Pump	All Required	250.00
		$ 1,825.00
	Subtotal	$203,752.90
	10% Engr. & Cont.	20,375.10
	Total	$224,128.00

Length of Roadway - - - - - - - - - - - - - 1.009 mile
Cost of Roadway per mile - - - - - - - - $222,128.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$154,107.00	$ 97,000.00	$ 57,107.00
2-Lane Roadway	224,128.00	141,000.00	83,128.00
	$378,235.00	$238,000.00	$140,235.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

GRANTS PASS-E. GRANTS PASS INTERCHANGE SECTION

Project No. F-329(3)

Estimated costs of work by the City of Grants Pass.

9th Street to Skunk Creek on East "E" Street, 4 services at $22.15	$ 88.60
9th Street to Mill Street on East "F" Street, 13 services at $22.15	287.95
	$376.55

Lump Sum Agreement $376.55

Oregon State Highway Department

Federal Aid
Project No. F-329(3)

GRANTS PASS-E. GRANTS PASS INTERCHANGE SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 23, 1961

Type Code 6201
Four-lane Roadway (Sta. "W" 75+70 to Sta. "W" 99+00)

Clearing and Grubbing	All	Required (45%)		$ 4,050.00
Drainage Excavation, Unclassified	690	cu.yds.	$ 3.00	2,070.00
Embankment in Place	9,600	cu.yds.	.80	7,680.00
Finishing Roadbed and Slopes	All	Required (45%)		900.00
22-inch Arch-Type Corrugated Metal Pipe	250	lin.ft.	5.00	1,250.00
8-inch Sewer Pipe	600	lin.ft.	2.00	1,200.00
10-inch Sewer Pipe	1,500	lin.ft.	2.25	3,375.00
12-inch Sewer Pipe	400	lin.ft.	2.50	1,000.00
15-inch Sewer Pipe	500	lin.ft.	2.75	1,375.00
24-inch Sewer Pipe	500	lin.ft.	5.25	2,625.00
Salvaging and Stockpiling Culvert Pipe	42	lin.ft.	7.50	315.00
Concrete Inlets, Type "G-1"	30	only	100.00	3,000.00
Concrete Manholes	1	only	350.00	350.00
Adjustment of Manholes	5	only	75.00	375.00
Class "A" Concrete	130	cu.yds.	52.00	6,760.00
Metal Reinforcement	17,000	lbs.	.14	2,380.00
Concrete Curbs and Gutters	500	cu.yds.	48.00	24,000.00
Concrete Driveways	44	sq.yds.	5.50	242.00
Coarse Crushed Material in Base	18,000	tons	2.35	42,300.00
3/4" - 0 Material in Base	6,400	tons	2.50	16,000.00
Sprinkling	450	M-gals.	3.00	1,350.00
Preparation of Base	All	Required (45%)		270.00
3/4" - 0 Material in Binder Course	150	cu.yds.	4.50	675.00
RC-3 Asphalt	25	tons	65.00	1,625.00
Asphaltic Concrete Mixture	3,950	tons	4.50	17,775.00
Asphalt in Mixture	210	tons	38.00	7,980.00
Extra for Paving Approaches	26	only	30.00	780.00
Asphaltic Concrete Traffic Markers Type "L"	520	lin.ft.	1.00	520.00
				$152,222.00
Flagging (57½% of Contractor's Cost)	All	Required (5%)		1,000.00
Seeding and Mulching	All	Required		140.00
Signing (Temporary)	All	Required (50%)		75.00
				$ 1,215.00

Utility Work

Work by Pacific Power & Light Co.	All	Required (50%)	$ 50.00
Work by Pacific N.W. Bell Telephone Co.	All	Required	50.00
Work by City of Grants Pass	All	Required	2,850.00
			$ 2,950.00

Subtotal	$156,387.00
10% Engr. & Cont.	15,638.00
Total	$172,025.00

Length of Roadway . . . . 0.441 mile

Cost of Roadway per mile $390,079.36

Type Code 6201
Two-Lane Roadway (Sta. "[illegible]" 99+00 to Sta. 152+26)

Clearing and Grubbing	All	Required (55%)		$ 4,950.00
Drainage Excavation, Unclassified	980	cu.yds.	$ 3.00	2,940.00
Embankment in Place	49,000	cu.yds.	.80	39,200.00
Finishing Roadbed and Slopes	All	Required (55%)		1,100.00
Rounding Cutbanks	240	lin.ft.	.20	48.00
18-inch Corrugated Metal Pipe	400	lin.ft.	5.00	2,000.00
24-inch Corrugated Metal Pipe	110	lin.ft.	7.50	825.00
18-inch Concrete Pipe	60	lin.ft.	4.50	270.00
22-inch Arch-Type Corrugated Metal Pipe	550	lin.ft.	5.00	2,750.00
72-inch Arch-Type Corrugated Metal Pipe	220	lin.ft.	35.00	7,700.00
18-inch Corrugated Metal Siphon Pipe	210	lin.ft.	5.50	1,155.00
24-inch Corrugated Metal Siphon Pipe	170	lin.ft.	8.50	1,445.00
Concrete End Basins	20	cu.yds.	60.00	1,200.00
8-inch Perforated Metal Drain Pipe	740	lin.ft.	2.50	1,850.00
Special Backfill in Drains	140	cu.yds.	6.00	840.00
Salvaging and Reinstalling Culvert Pipe	54	lin.ft.	3.00	162.00
6-inch Coated Steel Pipe, 12 Gage	130	lin.ft.	2.50	325.00
Salvaging and Reinstalling Coated Steel Pipe	130	lin.ft.	1.50	195.00
Concrete Discharge Basin	All	Required		65.00
1-1/2 Inch Electrical Conduit	180	lin.ft.	2.00	360.00
Type 2 Fence	430	rods	6.50	2,795.00
Metal Guard Rail	770	lin.ft.	3.00	2,310.00
Guide Posts, W-2	32	only	6.75	216.00
Guide Posts, Y-2	10	only	7.75	77.50
Guide Posts, Y-3	1	only	8.50	8.50
Coarse Crushed Material in Base	32,000	tons	2.35	75,200.00
3/4" - 0 Material in Base	12,300	tons	2.50	30,750.00
Sprinkling	1,130	M-gals.	3.00	3,390.00
Preparation of Base	All	Required (55%)		330.00
3/4" - 0 Material in Binder Course	150	cu.yds.	4.50	675.00
RC-3 Asphalt	25	tons	65.00	1,625.00
Asphaltic Concrete Mixture	5,050	tons	4.50	22,725.00
Asphalt in Mixture	280	tons	38.00	10,640.00
Extra for Paving Approaches	8	only	30.00	240.00
				$220,362.00

Flagging (57½% of Contractor's Cost)	All	Required (50%)	$ 1,000.00
Seeding and Mulching	All	Required	500.00
Signing (Temporary)	All	Required (50%)	75.00
Salvage & Reinstall Electric Water Pump	All	Required	250.00
			$ 1,825.00

Utility Work

Work by Pacific Power & Light Co.	All Required (50%)	$ 50.00
	Subtotal	$222,237.00
	10% Engr. & Cont.	22,223.00
	Total	$244,460.00

Length of Roadway . . . . 1.009 mile

Cost of Roadway per mile $242,279.48

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-lane Roadway	$172,025.00	$108,000.00	$ 64,025.00
2-lane Roadway	244,460.00	154,000.00	90,460.00
	$416,485.00	$262,000.00	$154,485.00

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COMMISSIONERS
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6006

May 23, 1962

Mr. Carl R. Felker
Attorney at Law
435 S. E. Lane Street
Roseburg, Oregon

Re: Grants Pass-East Grants Pass Sec.
Redwood Highway
Contract No. [illegible]
Federal Aid No. F-329(3)

Dear Mr. Felker:

Your letter of April 24, 1962, addressed to Mr. Larry Mulien, Assistant Division Engineer in Roseburg, has been referred to the undersigned. As you have probably learned by now, it has finally been determined that your client need not be considered a subcontractor, with respect to the above-captioned job.

The confusion regarding the status of Beckley & Thomas arose from the fact that this is a Federal Aid Highway Project. It appears that a number of Highway Department personnel, as well as personnel of the Bureau of Public Roads, believed either that this project was a part of the Interstate Highway System, or that all regulations applicable to the Interstate System were also applicable to a Federal Aid Primary and Urban Highway Project, such as this.

The significance of this misapprehension is that the Davis-Bacon Act, 46 Stat. 1494, 40 U.S.C. § 276-a, has been made applicable to all contractors and subcontractors engaged in initial construction on Interstate Highway Projects, by the Federal Aid Highway Act, 72 Stat. 895, 23 U.S.C. § 113.

Accordingly, the Bureau of Public Roads felt that they were bound by a 1956 opinion of the U. S. Solicitor of Labor, ruling upon the status of various hypothetical suppliers of highway materials as subcontractors within the meaning of the Davis-Bacon Act. We obtained from the Bureau of Public Roads, and enclose for your information, a copy of this opinion, in the form of a letter dated June [illegible], 1956, from Stuart Rothman, Solicitor of Labor, to Mr. Charles A. Horskey, General Counsel for the National Sand and Gravel Association.

In the belief that the instant project was an Interstate job, the Bureau took the position that the status of Beckley & Thomas was governed by the Solicitor's answer to question 3

NOTED
R. L. PORTER

as set forth in the enclosed opinion. Since, on any Federal Aid Highway Project, the state and its contractors are, pursuant to the specifications, bound by all applicable Federal laws and regulations, we had no choice but to go along with the Bureau's view on this question.

However, since it has now been made clear that this is not an Interstate Highway Project, but a Primary and Urban Highway Project, all parties concerned have agreed that the Davis-Bacon Act has no application. Consequently, neither does the Solicitor of Labor's opinion as to who is a subcontractor within the meaning of the Davis-Bacon Act have any application here.

It is hoped that this explanation, and the enclosed opinion, may be of assistance to you not only in understanding the reasons for the present problem, but in advising your clients in the future.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
enc.

cc: R. L. Porter
F. B. Klaboe
L. W. Rulien
Theo. Dec

DEPARTMENT OF LABOR
OFFICE OF THE SOLICITOR
WASHINGTON

June 8, 1956

Mr. Charles A. Horsky
Covington & Burling
Union Trust Building
Washington 5, D. C.

Dear Mr. Horsky:

This is in reply to your letter and enclosures of March 23, 1956, submitted on behalf of the National Sand and Gravel Association and requesting our views concerning the applicability of the Davis-Bacon Act to employees of sand and gravel firms engaged in furnishing materials for use in work done under Federal construction contracts. The underlying factual basis you present for opinion is as follows:

> A prime contractor for construction work on a government warehouse entered into a contract with a second firm for the furnishing of ready-mixed concrete for use in the construction. The concrete was to be mixed at the site by the concrete firm. The concrete firm entered into an agreement with a third firm, a sand and gravel company, to furnish all of the sand and crushed rock needed for the concrete used for the job, delivered at the concrete mixing machines located on the construction site. Neither the concrete firm nor the prime contractor had any control over performance of the contract to furnish sand and crushed rock, except to specify the rate and place of delivery.
>
> The sand and gravel firm produced the sand and crushed rock at its existing operation (excavation or dredging operation, which included a crushing and screening plant) and delivered the material to the construction site with its own trucks and truck drivers. The sand and rock was dumped by the drivers into stock piles on the site alongside the concrete mixing machines.

Rulings and opinions are requested on the following questions:

1. Is the sand and gravel firm a subcontractor or a materialman within the meaning of the Davis-Bacon Act?

2. If the sand and gravel firm is a materialman, do the predetermined rates established under the Act apply to the truck drivers who deliver the sand and crushed rock to the site?

3. Would the result on either question 1 or question 2 above be different if the facts varied successively in any one of the respects noted below, but remained otherwise the same: (The emphases below are yours)

a. The sand and rock were required to be crushed and screened by the sand and gravel firm or otherwise graded so as *to meet specifications as to size contained in the prime contract,* and were delivered to the site subject to rejection by the construction engineer for the concrete firm or the prime contractor if not in accord with specifications?

b. The sand and gravel firm opened a temporary operation near the construction site and installed portable machinery near, but not on, the construction site *for the express purpose of fulfilling its contract* to furnish sand and crushed rock for the particular construction project?

c. The truck driver employees of the sand and gravel firm hauled the sand and crushed rock at intervals so that each load was *dumped directly into the concrete mixing machines* at the site and not into stock piles?

d. The contract of the sand and gravel firm was with a paving subcontractor for crushed rock *to be used as such in constructing macadamized parking areas and driveways* around the warehouse, and was dumped by the truck drivers at points specified by the paving contractor, spaced over such areas, from which points it was spread by employees of the paving contractor in the course of construction?

e. The contract of the sand and gravel firm to furnish the sand and crushed rock was *with the prime contractor* which was also the concern producing the ready-mixed concrete at the site?

f. The sand and gravel firm did not produce the sand or crushed rock itself but *procured them from another sand and gravel company* which made delivery from its own operation directly to the construction site?

g. The sand and gravel firm produced the sand and crushed rock but contracted with and *paid independent owner-drivers of trucks or a trucking firm to haul* them from its operation to the construction site?

h. The sand and crushed rock furnished by the sand and gravel firm *were delivered by it to the central plant of the ready-mixed concrete firm,* which was away from the construction premises, and was used in preparing concrete mixed at the plant or en route to the construction site?

i. The hauling of the sand and crushed rock from the operation of the sand and gravel firm was done by a *trucking firm under a separate contract with and paid for by the ready-mixed concrete firm* or was done by truck drivers employed by the concrete firm?

The Davis-Bacon Act (40 USC 276(a) et seq.) applies to every contract in excess of $2,000 to which the United States or the District of Columbia is a party for construction, alteration, and repair, including painting and decorating of public buildings and public works of the United States within certain geographical limits.

Reorganization Plan No. 1 [illegible] 1950, accepted by the United States Congress, directed the Secretary of Labor, in the interest of coordination of administration and consistency of enforcement of various Federal labor laws, to promulgate rules, regulations and procedures to be binding upon all the Federal agencies primarily responsible for the enforcement of these laws. Pursuant thereto, the Secretary of Labor issued Regulations, Part 5, effective July 1, 1951.

While the Davis-Bacon Act guarantees labor standards and wage benefits for laborers and mechanics, it applies only to contractors and subcontractors and not to materialmen. I agree with you that the solution to the questions presented rests generally upon the application of the terms contractor or subcontractor as distinguished from materialman or submaterialman. Coverage of and wage benefits to employees in the instant situation flow automatically from our conclusions on these points.

We assume that the sand and gravel firm referred to in the basic question is a separate legal entity with independent substantial investment in facilities and equipment, and an independent business organization and operation, exercising a requisite degree of independent initiative, judgment and foresight required for the success of an independent operation with like opportunities for profit or loss and including that nature and degree of control utilized by a principal. Granted these facts, and provided that the operation is more than a trucking service for the prime contractor or batching subcontractor and is not exclusively restricted to the performance of the delivery operation alone, it is my opinion that the sand and gravel firm in the basic factual presentation is a materialman. Your basic factual position indicates otherwise, but, should the operation be a mere trucking service for the prime contractor or batching subcontractor, or be exclusively restricted to the performance of a delivery operation alone, the sand and gravel firm would be a subcontractor transporting materials and supplies to or from the work by the employees of a construction contractor or subcontractor. (Section 5.2(g) (29 Subtitle A, CFR)). In other words, the delivery operation would not then be incidental to the sale of materials as expressed in the Solicitor's Opinion of September, 1942, cited in your brief, because the sand and gravel firm, as a trucking subcontractor, would then be performing part of the work called for by the contract.

Concerning Question No. 2, it is my opinion that the Davis-Bacon Act is not applicable to a materialman and, consequently, the payment of prevailing wage rates to truck drivers employed by the materialman would not be required by Federal law.

Question No. 3 proposes separate factual changes to the basic question, thus presenting a series of hypothetical sub-questions. The following answers thereto are predicated on the fundamental reasons stated above, and assume that each sub-question does not include in its factual changes to the basic question any of the facts contained in the preceding sub-questions:

a. The Davis-Bacon Act does not apply to employees of the sand and gravel firm which crushes and screens sand and rock or otherwise grades them to meet specifications as to size contained in the prime contract and delivers them to the site subject to rejection by the Construction Engineer for the concrete firm or the prime contractor if not in accord with specifications, provided the tests otherwise established herein are met.

b. The exclusive nature of the operation described in this sub-question contemplates construction work called for by the contract and represents construction contract performance ordinarily performed by a prime construction contractor or subcontractor and not by a materialman. The Act would thus apply in this instance.

c. The Davis-Bacon Act does not apply to the truck driver employees of the sand and gravel firm simply because each load was dumped directly into the concrete mixing machines at the site and not into stockpiles.

d. On the facts presented in this sub-question, no coverage is established, unless the sand and gravel firm is an affiliate of, or controlled by the paving contractor. Projection of the opinion on this point to include employees of separate "establishments" of the contractor, therefore, would not be valid. For example, if the sand and gravel "firm" is a separate "establishment" of the construction or paving construction contractor or subcontractor, the truck drivers would be employees of the construction contractor or subcontractor for purposes of the Act.

e. Employees of the sand and gravel firm furnishing sand and crushed rock to the prime contractor which was also the concern producing the ready-mixed concrete at the site would not be covered by the Davis-Bacon Act, provided that the tests otherwise stated herein are met and that the caution outlined in subparagraph (d) above is also taken to avoid a projection of this opinion beyond this point to include employees of separate "establishments" of the one contractor.

f. It is difficult to understand the type of work or service performed by the first sand and gravel firm in this question. The procurement of materials from another sand and gravel firm which delivers from *its* own operation directly to the construction site, would seem to make a materialman of the furnisher of materials if the word "its" is given its common meaning. In other words, since the first sand and gravel firm performs no customary materialman function, no coverage question as to it is presented, and the second firm is a materialman not covered by the Davis-Bacon Act.

g. This question deviates from the materialman-subcontractor problem otherwise presented. It therefore must be answered alternatively. If the sand and gravel firm is a bona fide materialman within the tests previously outlined, the truck owner-drivers would not be entitled to the benefits of the Act. As employees they would be employees of a materialman. As independent contractors, they would be sub-materialmen.

On the other hand, if the sand and gravel firm is performing work as a construction subcontractor, then the individual truck owner-operator is an employee of the construction subcontractor and is entitled to the predetermined wage scale regardless of any contractual relationship alleged to exist. (Sec. 3(a) 40 USC 276, et seq.). The sand and gravel firm must pay the prevailing wages, including overtime where applicable, and also include the employees on the submitted payrolls as required by Regulations, Part 5.

An individual who owns more than one truck, and operates one of them is in the same position as truck fleet owners, and may be a trucking subcontractor under the gravel firm construction subcontractor, in privity as to contract work performance with the prime contractor. In such event the trucking subcontractor must conform to all of the Federal labor laws and must in turn submit weekly payrolls as required by Regulations, Part 5. Caution is again directed to the provisions of Sec. 3(a) of the Davis-Bacon Act (supra) which provides that prevailing wages must be paid to all laborers and mechanics "regardless of any contractual relationship alleged to exist."

h. The Davis-Bacon Act would not apply to the employees of the independent sand and gravel firm delivering purchased sand and crushed rock to the central plant of the independent ready-mixed concrete firm located away from the construction premises and used in preparing concrete mixed at the plant or en route to the construction site.

i. The employees would be covered as employees of a construction subcontractor and entitled to the Act's benefits in accordance with the previously cited Solicitor's Opinion of July, 1942.

I am sure we both realize that these are hypothetical questions. If the facts in a given situation vary from those answered herein, I feel sure that you realize there would be an immediate need for the subsequent submission of requests for opinion on such points.

Thank you for the excellent brief which you provided in support of your position. I have found it very helpful in resolving these problems.

Very truly yours,

STUART ROTHMAN
Solicitor of Labor

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MAY [illegible] 1962
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1116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

SUBJECT: Subcontractor Distinguished
from Material Supplier
Grants Pass-East Grants Pass Sec.
Redwood Highway
Contract No. 6006

To: F. D. Morgan
Construction Engineer
Office

Attention F. B. Klaboe

As requested in your inter-department letter of May 1, 1962, we have considered the question whether Beckley & Thomas are to be considered subcontractors or material suppliers. Based upon the facts set forth in your letter and the attached correspondence, it appears reasonably certain that the legal relationship between Beckley & Thomas and Morse Bros. Co., the original contractor, is that of seller and purchaser, rather than that of contractor and subcontractor.

It is noted that the Standard Specifications, sec. 1.1.1 defines "subcontractor" as one "acting for or in behalf of the contractor in the execution of all or any part of the contract," excluding those working for hire. Since the contractor is bound to furnish all materials necessary in execution of the contract, it might be argued that anyone furnishing any part of those materials is thus within the definition of "subcontractor." Such an interpretation, however, would be wholly unreasonable and repugnant to common usage of the term.

No Oregon decisions have been found where the Court has been called upon to draw a precise line differentiating suppliers or materialmen from subcontractors. However, in a mechanic's lien case where a dealer who sold and shipped lumber directly to a landowner for use in the construction of a building was held to be a materialman rather than an original contractor, the Court said:

> "A materialman . . . is defined as a person who does not follow the business of building or contracting to build homes for others, but who manufactures, purchases or keeps for sale materials which enter into buildings and who sells or furnishes such materials." Heacock Door Co. vs. Weatherford, 135 Or. 153, 157, 294 Pac. 344 (1930).

The Oregon Court has also held, in a mechanic's lien case, that a retail dealer who sold building materials to landowners for use in constructing a building was only a materialman, and not a contractor, subcontractor or other statutory agent of the owner.

Fisher vs. Tomlinson, 40 Or. 111, 60 Pac. 390, 66 Pac. 696 (1901).

In another situation, the Court has used language consistent with the common understanding that a subcontractor is one who is obligated to perform some part of the work of the original contract, subject to the terms thereof:

> ". . . The original contract . . . becomes the foundation law for the government of all subcontracts, as they must be let under it and by virtue of the contractor's authority attained through it." Crane Co. vs. Erie Heating Co., 57 Or. 410, 415, 112 Pac. 430 (1910).

As to the law generally in other jurisdictions, it has been said that, while no universal rule can be laid down by which to distinguish a contractor or subcontractor from a materialman in all cases, generally speaking:

> ". . . A materialman may be distinguished from a contractor or subcontractor by the fact that he agrees only to furnish the materials and not to install them or do any work in connection therewith in the building under construction." Anno., 141 A.L.R. 321, 323.

Many cases are to be found from other jurisdictions, where it has been held that one who agrees to furnish sand, gravel, crushed rock, or other material to a highway contractor is to be deemed a materialman rather than a subcontractor, whether or not the supplier is obligated to deliver the material to the construction site. See, for example, Northwest Roads Co. vs. Clyde Equipment Co., (C.C.A. 9, 1935), 79 F.2d 771; Forsberg vs. Koss Construction Co., 218 Iowa 818, 252 N.W. 258 (1934); Huddleston vs. Nislar, (Tex. Civ. App., 1934), 72 S.W.2d 959. The same result was reached even where the supplier undertook to furnish all sand and gravel, where it was required that all material be acceptable to the city engineer, and where the material was deliverable "on the work as directed and required." Neary vs. Puget Sound Engineering Co., 114 Wash. 1, 194 Pac. 830 (1921).

We understand that the Bureau of Public Roads urges that Beckley & Thomas must be subcontractors for the reason that they were not established as commercial suppliers prior to this job. We fail to see how the length of time these people may have been in any particular business can have any effect upon their status or relationship with respect to this project. It is not improbable that examples can be found of one firm acting simultaneously or successively as original contractor, subcontractor and materialman on different jobs.

Nor can it be of significance that Beckley & Thomas were previously engaged in some unrelated business, if such be the case. For example, if Smith undertakes to sell to Jones all bricks needed by the latter in constructing a house for Brown, Smith is a materialman. If, on the other hand, Smith agrees not only to furnish the brick, but to do all the brick work necessary in the house Jones is building for Brown, Smith is a subcontractor. If Smith had previously been in business as a butcher, such fact could have no effect upon the legal relationship otherwise created.

Thus, it is our opinion that Mr. Felker is correct in asserting that his clients are suppliers rather than subcontractors, and accordingly we do not believe that it would be appropriate to demand a subcontract.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: L. R. Chandler
    L. I. Lindas

NOTED
E. L. PORTER

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MAR 22 1962
FOR FILING
1

6006

March 20, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 16, 1962, on Contract No. 6006, Grants Pass-East Grants Pass Interchange Section, in Josephine County, in connection with Federal Aid Project No. F-329(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. H
L. H. Young
Office Engineer

DBP:lt

[redacted]

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JAN 18 1962
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F-270 (3)

6006

COMMISSIONERS
M. [illegible]ER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 17, 1962

Morse Bros.,
P. O. Box 266
Lebanon
ORegon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6006, awarded December 8, 1961, for grading-paving the Grants Pass-E. Grants Pass Interchange Section of the Redwood Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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JAN 17 1962
FOR FILING

[illegible]

6006

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County, Contract No. 6006, in connection with Federal Aid Project No. F-329(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
JAN 16 1962
FOR FILING

6006

MISC. CONTRACTS and
AGREEMENTS No. ......

Salem, Oregon
December 18, 1961

Agenda Item 4-i
Crossing Agreement
Grants Pass-East Grants Pass
Interchange Section
Pacific Highway
Josephine County

Mr. Frank Morgan
Construction Engineer
Office

Attention: Mr. T. W. Litchfield

Attached is a fully executed copy of an agreement with the Grants Pass Irrigation District relative to construction on the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Grants Pass Irrigation District.

Secretary

rn
Attach: 1

FORM E-30 50M 3-61 84987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1961

SUBJECT: Crossing Agreement
Grants Pass Irrigation District
Grants Pass-East Grants Pass
Interchange Section
Pacific Highway
Josephine County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Herewith you will find three copies of the agreement with the Grants Pass Irrigation District covering their facilities on the subject section.

This agreement is basically an approval of the plans as prepared. The State also agrees to repair any damage done to the District's existing facilities while executing the contract, to not disturb the flow or irrigation water, and to maintain the facilities lying within the right of way lines.

The District agrees to approve the plans as prepared and to maintain all their facilities lying outside the right of way line.

These were signed by the District on November 8th and should be put on the agenda of the next meeting of the Highway Commission.

A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Asst. Field Construction Engineer

CHB:jw

Attach.

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DEC 18 1961
FOR FILING

December 18, 1961

Grants Pass Irrigation District
Josephine County Courthouse Annex
Grants Pass Oregon

Attention: Mr. Neal F. Shaffer

Gentlemen:

We are enclosing for the records and files of the Grants Pass Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Grants Pass Irrigation District relative to the construction of the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

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1961
FOR FILING

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 8, 1961

6006

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project F-329(3)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6006 for Oregon Project F-329(3), Grants Pass-East Grants Pass Interchange Section of the Pacific Highway to Morse Bros. of Lebanon, Oregon, low bidder in the amount of $340,434.90 at the December 6, 1961 bid opening.

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 . 1961
FOR FILING
F-329(3)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

DATE: December 4, 1961

Attention: R. L. Porter

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project F-329(3), Grants Pass-E. Grants Pass Interchange, Redwood Highway - Utility Adjustment - City of Grants Pass

Authorization to proceed with the adjustment of water meters is granted as of November 21, 1961. Reimbursement will be in the lump sum of $376.55, in accordance with the City of Grants Pass letter of October 12, 1961 and the provisions of PPM 30-4.

[illegible]

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NOV 22 1961
FOR FILING
F-3-39(3)
6orb

November 22, 1961

Oregon State Highway Commission

Gentlemen:

In connection with the construction of the Grants Pass-East Grants Pass Interchange Section of the Redwood Highway in Josephine County, it is necessary that an agreement be signed with the Grants Pass Irrigation District. An agreement has been prepared and has been signed by the District.

The agreement provides that the District approve the plans for the project and will maintain all facilities outside the right-of-way lines. The State will protect the District's facilities during the construction and will maintain any facilities within the right of way. Approval of the proposed agreement is recommended.

This matter will be on the agenda for your consideration at the December [illegible] meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Tom Edwards

CHB:fp fn

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V 17 1961
FOR FILING

477 Cottage St. NE
Salem, Oregon

November 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F 329(3)

We have approved, as of this date, the P. S. and E. documents for the Oregon Project F 329(3), Grants Pass - East Grants Pass Interchange - Grading and Paving.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Distr:
1cc: Region
Washington

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12 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
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GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

12-229 (3)

November 13, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Grants Pass-East Grants Pass
Interchange Section
Proposed Bid Opening
December 6, 1961

Dear Sir:

All rights of way or rights of entry have been obtained on this project, except for one file:

File No. 31442 - Copeland - $4,100.

We have previously optioned from this single owner five of six parcels required from his holdings. He has asked that the subject parcel be submitted for litigation.

A filing will be made by Friday, November 17, on this parcel.

Attached is a copy of the Utilities Status Report, as presented by the Construction Division.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

Attachment

cc Mr. W. G. Williams ✓
Mr. R. L. Porter
Mr. L. I. Lindas

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1961
OFFICE OF
STATE HIGHWAY ENGINEER

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V 11 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

November 9, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

Oregon Project F-329(3)
Grants Pass-East Grants Pass Interchange Sec.

In connection with our review of P. S. and E. for the above project, we note that the State-City Agreement is not complete in that it does not contain a description of traffic controls and regulations to be adopted by the city other than the permitting of parallel parking on one-way streets. Neither does it contain the statement required by Instructional Memorandum 21-10-60 that future changes in the agreement or control measures require prior approval of the Division Engineer, Bureau of Public Roads.

Approval of the project agreement will be withheld until necessary additions and corrections to the State-City Agreement have been made and until the formal statement, mentioned at the beginning of paragraph 3 of I.M. 21-10-60, has been furnished.

Porter

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JUL 27 1961

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1961

SUBJECT: File No. 32615 - Howland
Grants Pass-E. Grants Pass Interch.
Redwood Highway
Josephine County

To:

MEMO TO THE FILES

On June 30, July 3, and July 13, 1961 I talked with Mr. Glenn Roberts of the Oregon State Highway Department and Mr. Robert Casey of the City of Grants Pass, concerning the problem mentioned in Mr. Roberts' letter to Mr. Putnam dated June 20, 1961, of which a copy is attached.

After discussing the problem with both Mr. Roberts and Mr. Casey, we finally decided upon the following solution to the problem:

Eliminate 480' of 18" CMP, shown on Sheet 3A of the preliminary plans, from Station 79+55 to 84+35 on the north side of the proposed highway. Install 456' of 24" concrete pipe from Station 84+35 to 88+91. This is in accord with the wishes of the City of Grants Pass, since Mr. Casey stated he preferred this drainage carried to the east ~~or~~ to East Skunk Creek instead of west to Skunk Creek, as stated in Mr. Roberts' letter. This would also allow the elimination of the 228' of 10" sewer pipe shown on the plans from Station 86+70 to 88+98 on the south side of lane. Mr. Casey has no objection to turning this water north into the 24" sewer which would take about 9' of 10" pipe. A manhole would be installed at the point at which the 24" pipe turns at right angles.

Mr. Howland's problem may then be solved by the installation of a type G-1 inlet at Station 80+68, drained into the inlet shown on the plans on the north side of the street at Station 81+00. The balance of the sewer system would remain unchanged. A print of Sheet 3A as revised is attached with the pipes which were eliminated shown in pencil.

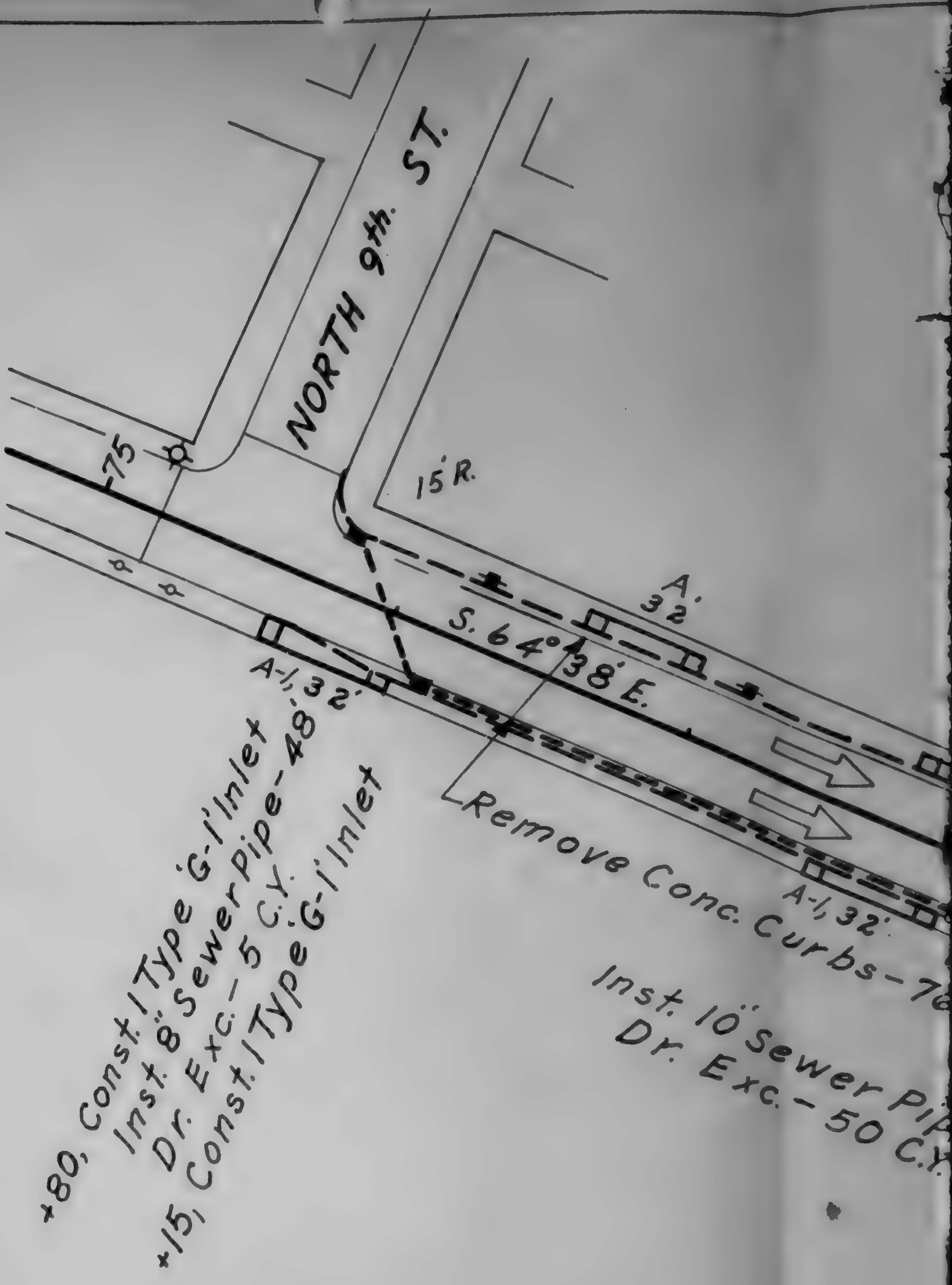
This has been discussed with Mr. Frank Hall and the revisions have been incorporated into the plans.

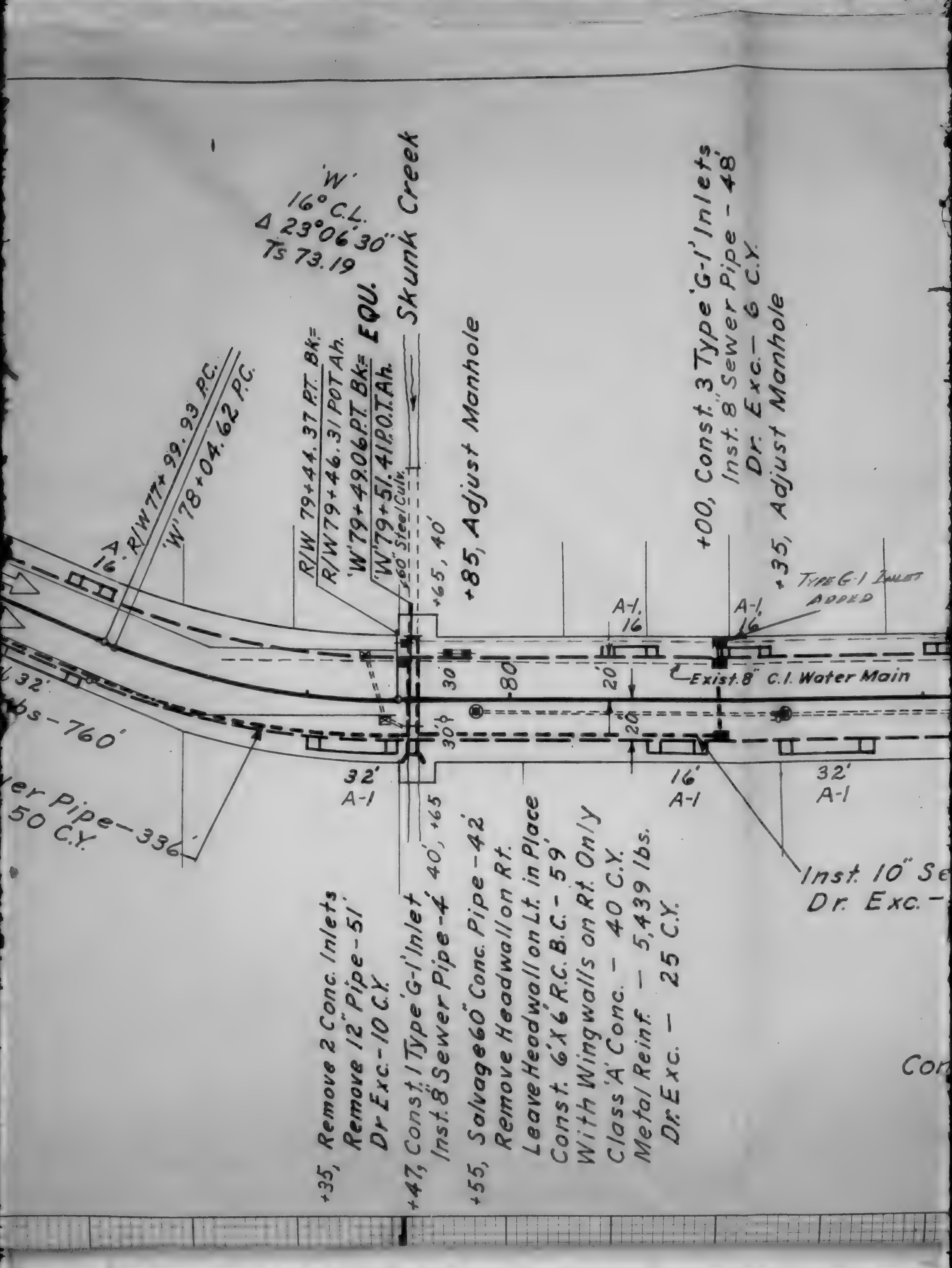
Tom Edwards
Construction Engineer
by TW Litchfield
T. W. Litchfield
Utilities Liaison Engineer

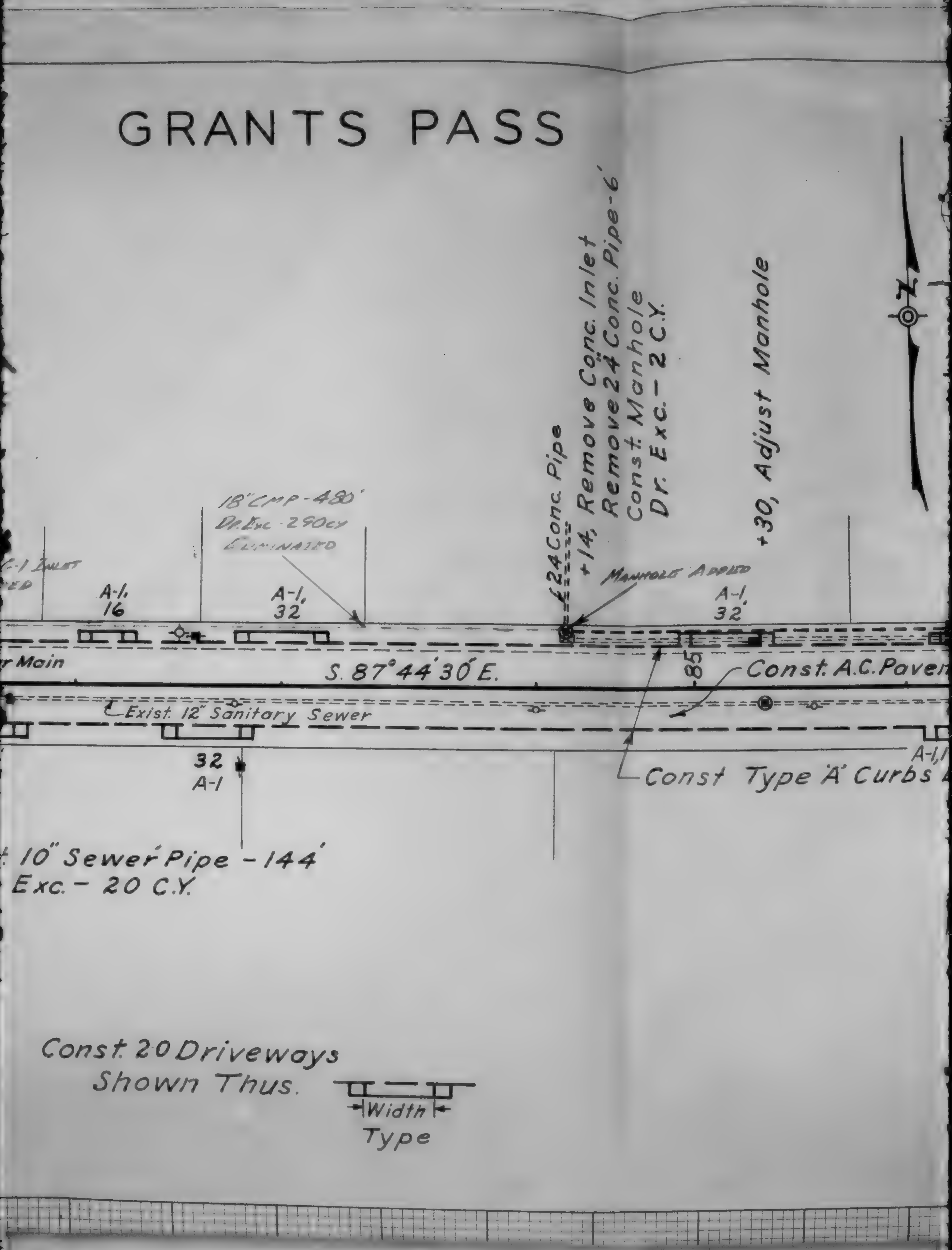
RECEIVED
JUL 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:db
cc: Frank Hall
~~[illegible]~~
Forrest Cooper
W. T. Wright
F. D. Morgan

FINAL SURVEY
NOTE BOOK
NO.____
SURVEYED
PLOTTED
TEMPLATE
AREAS ____
AREAS CHECKED
BY
DATE

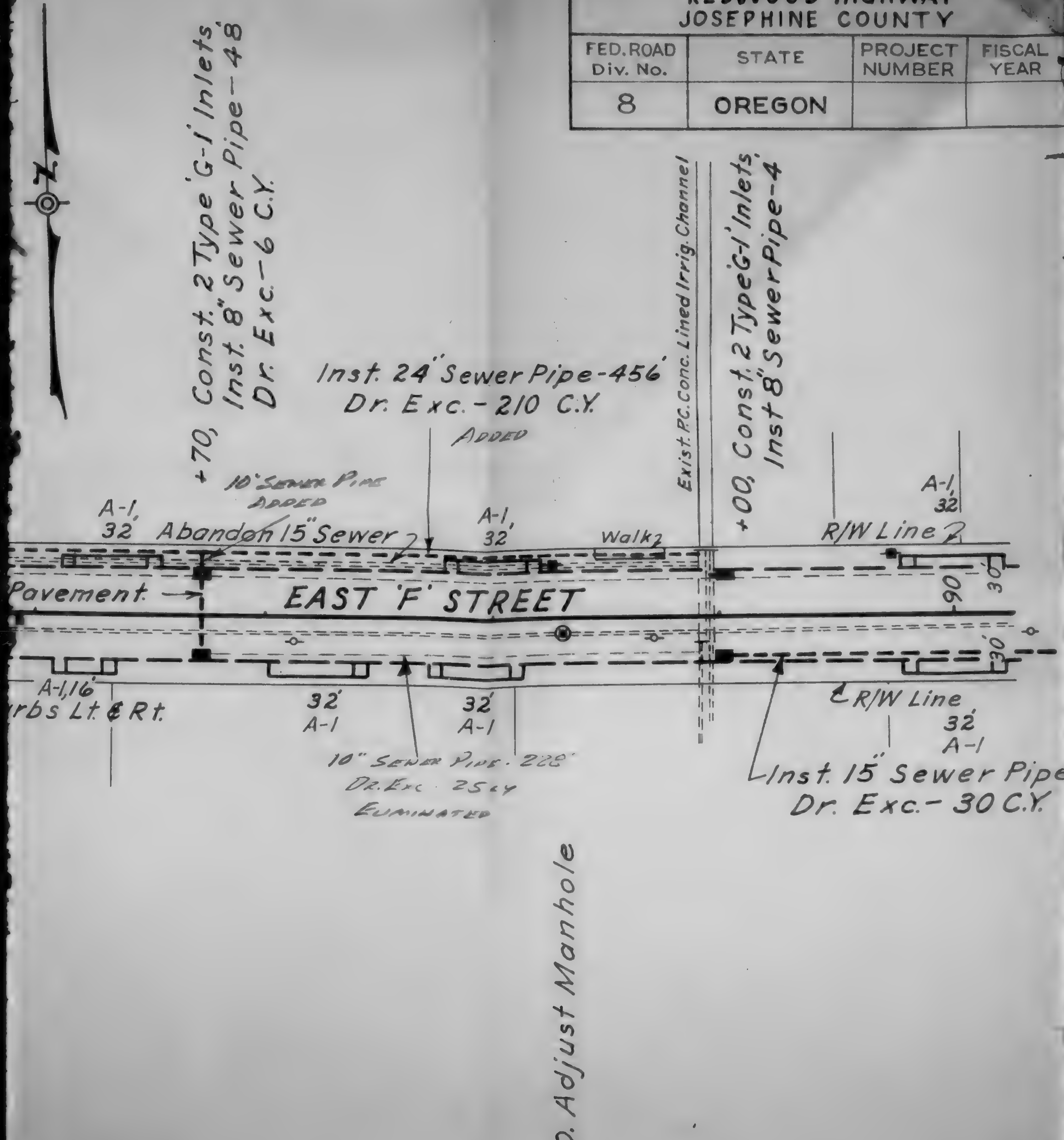

NORTH 9th. ST.
75
15' R.
A, 32'
S. 64° 38' E.
A-1, 32'
Remove Conc. Curbs-76
A-1, 32'
Inst. 10" Sewer Pip
Dr. Exc. - 50 C.Y.
+80, Const. 1 Type 'G-1' Inlet
Inst. 8" Sewer Pipe-48'
Dr. Exc. - 5 C.Y.
+15, Const. 1 Type 'G-1' Inlet


'W'
16° C.L.
Δ 23°06'30"
Ts 73.19
Skunk Creek
R/W 77+99.93 P.C.
'W' 78+04.62 P.C.
A 16
R/W 79+44.37 P.T. Bk.=
R/W 79+46.31 P.O.T. Ah.
'W' 79+49.06 P.T. Bk.= EQU.
'W' 79+51.41 P.O.T. Ah.
60" Steel Culv.
+65, 40'
+85, Adjust Manhole
+00, Const. 3 Type 'G-1' Inlets
Inst. 8" Sewer Pipe - 48'
Dr. Exc. - 6 C.Y.
+35, Adjust Manhole
Type G-1 Inlet Added
A-1, 16
A-1, 16
30
80
20'
20'
30
Exist. 8" C.I. Water Main
32'
bs - 760'
er Pipe - 336'
50 C.Y.
32' A-1
40', +65
16' A-1
32' A-1
+35, Remove 2 Conc. Inlets
Remove 12" Pipe - 51'
Dr Exc. - 10 C.Y.
+47, Const. 1 Type 'G-1' Inlet
Inst. 8" Sewer Pipe - 4'
+55, Salvage 60" Conc. Pipe - 42'
Remove Headwall on Rt.
Leave Headwall on Lt. in Place
Const. 6'X6' R.C. B.C. - 59'
With Wingwalls on Rt. Only
Class 'A' Conc. - 40 C.Y.
Metal Reinf. - 5,439 lbs.
Dr. Exc. - 25 C.Y.
Inst. 10" Se
Dr. Exc. -
Con


GRANTS PASS
+14, Remove Conc. Inlet
Remove 24" Conc. Pipe-6'
Const. Manhole
Dr. Exc. - 2 C.Y.
+30, Adjust Manhole
℄ 24 Conc. Pipe
18" CMP - 480'
Dr. Exc - 290 cy
ELIMINATED
-1 INLET
ED
A-1,
16
A-1,
32'
MANHOLE ADDED
A-1,
32'
r Main
S. 87°44'30" E.
85
Const. A.C. Paven
Exist. 12" Sanitary Sewer
32
A-1
A-1,1
Const Type 'A' Curbs
10" Sewer Pipe - 144'
Exc. - 20 C.Y.
Const. 20 Driveways
Shown Thus.
Width
Type

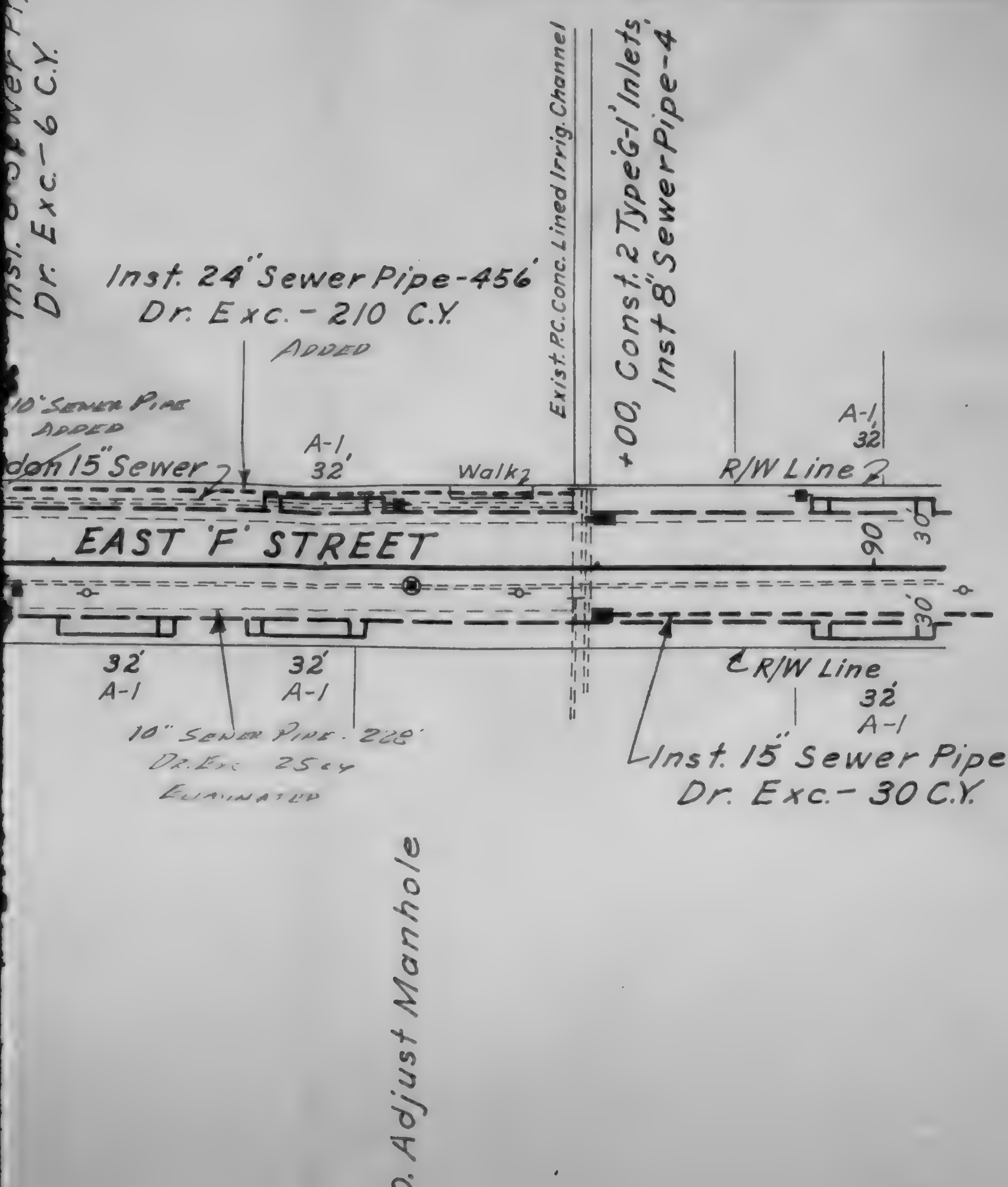
GRANTS PASS - E. GRANTS PASS INT. SEC
REDWOOD HIGHWAY
JOSEPHINE COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



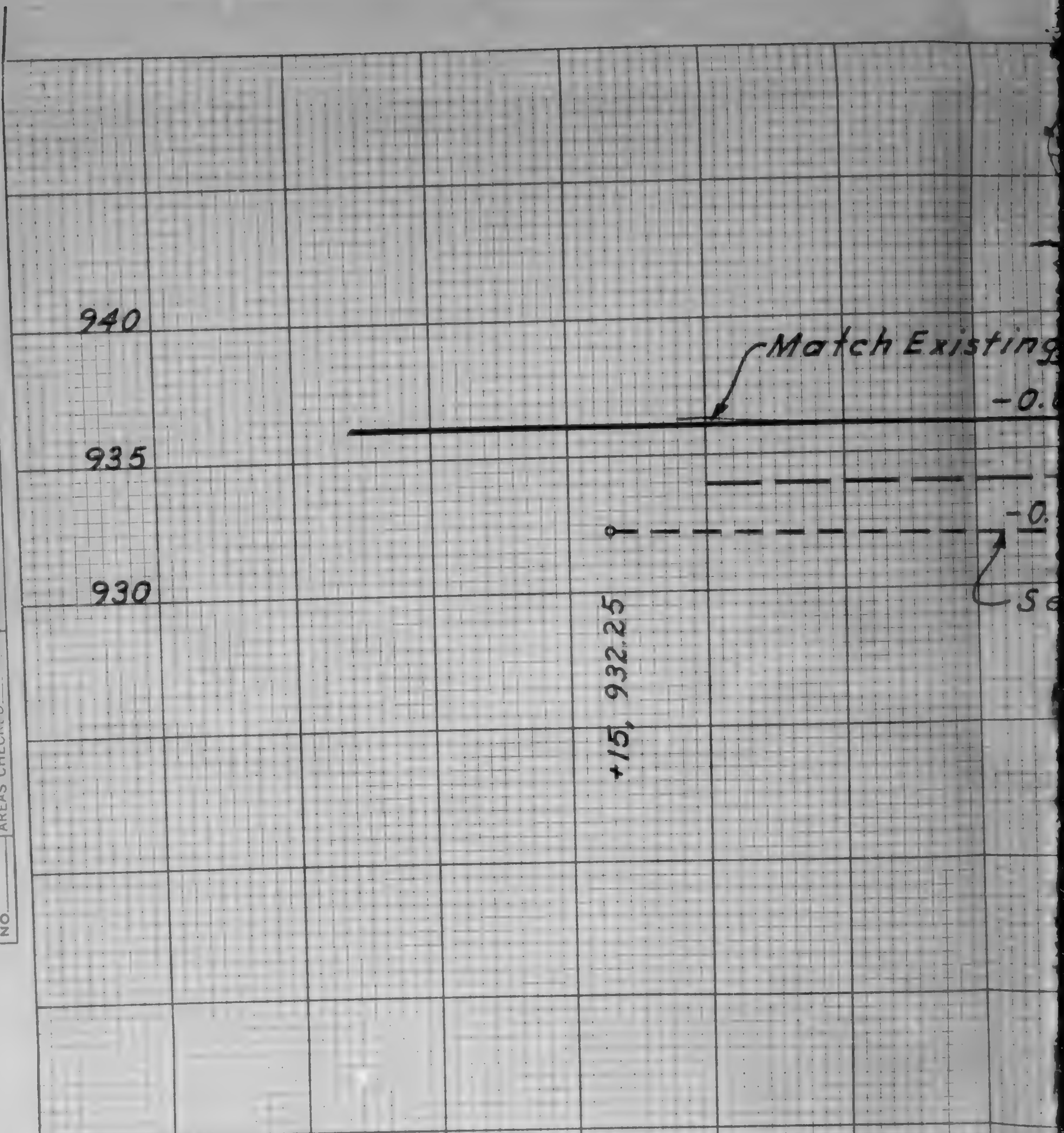
N
+70, Const. 2 Type 'G-1' Inlets
Inst. 8" Sewer Pipe - 48
Dr. Exc. - 6 C.Y.
Inst. 24" Sewer Pipe - 456'
Dr. Exc. - 210 C.Y.
ADDED
10" SEWER PIPE
ADDED
Exist. P.C. Conc. Lined Irrig. Channel
+00, Const. 2 Type 'G-1' Inlets
Inst 8" Sewer Pipe - 4
A-1, 32
Abandon 15" Sewer
A-1, 32'
Walk
R/W Line
A-1, 32
Pavement
EAST 'F' STREET
90
30'
30'
A-1, 16'
rbs Lt. & Rt.
32' A-1
32' A-1
10" SEWER PIPE - 228'
DR. EXC - 25 CY
ELIMINATED
℄ R/W Line
32' A-1
Inst. 15" Sewer Pipe
Dr. Exc. - 30 C.Y.
+30. Adjust Manhole

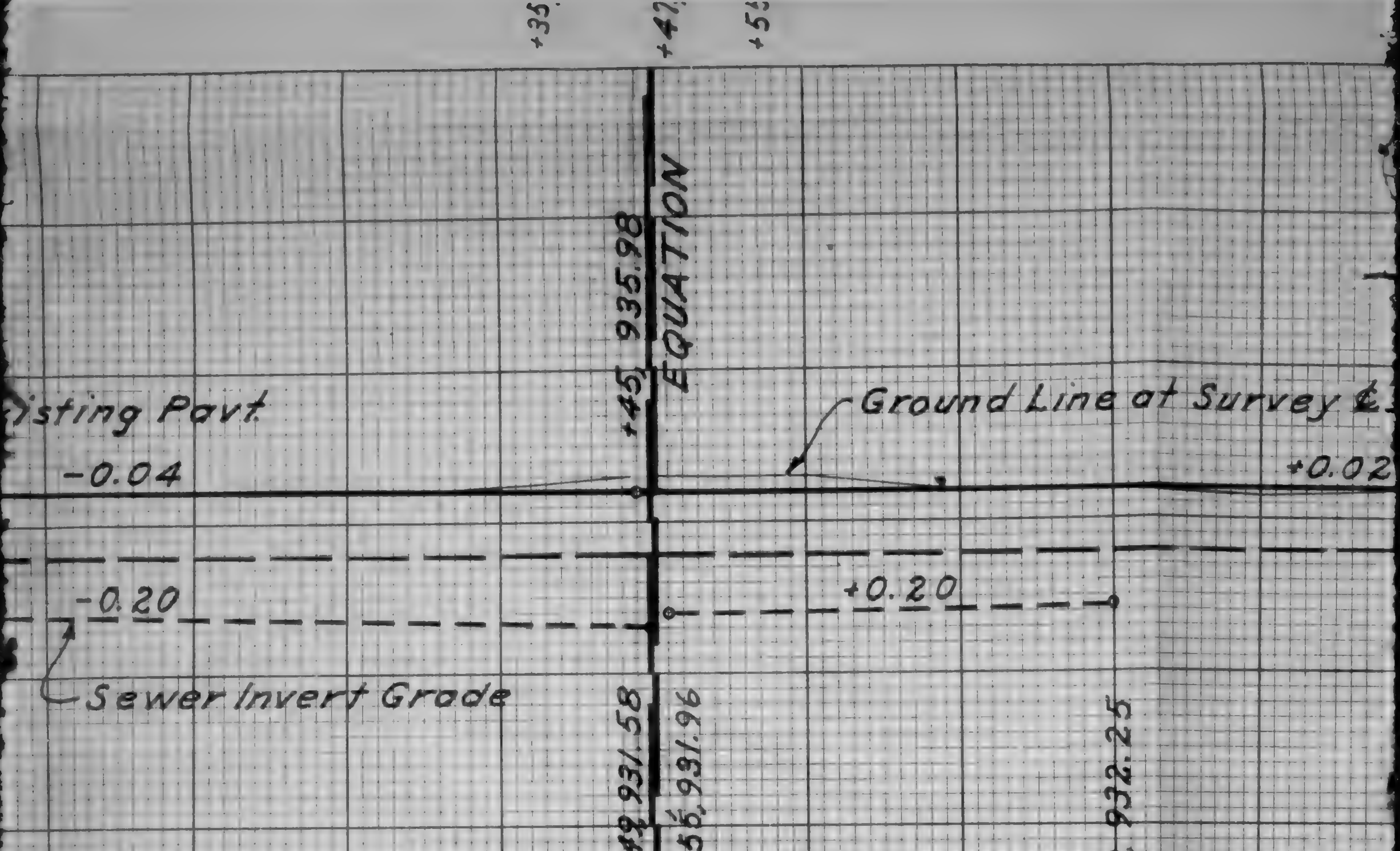
GRANTS PASS - E. GRANTS PASS INT. SEC. REDWOOD HIGHWAY JOSEPHINE COUNTY				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

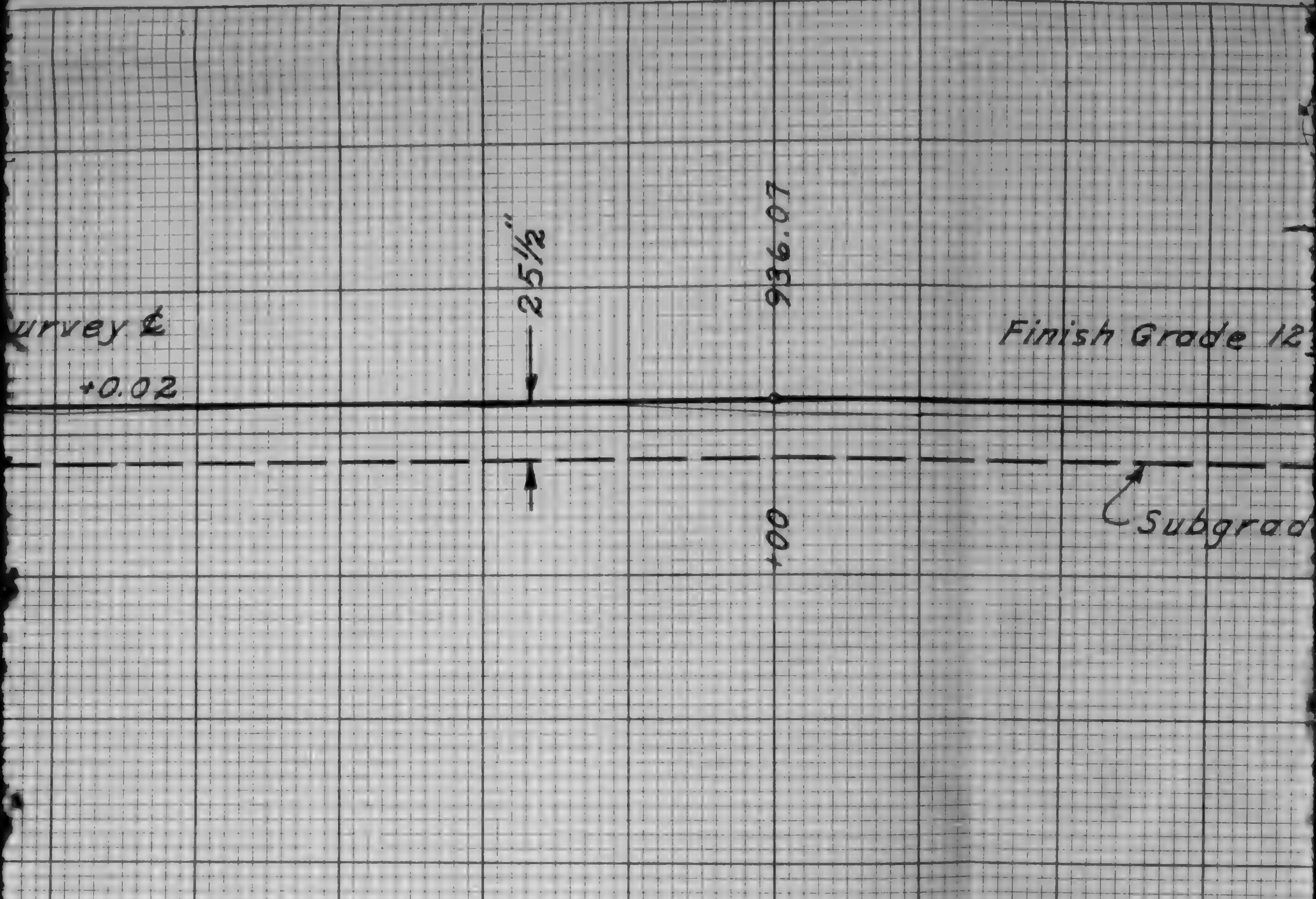


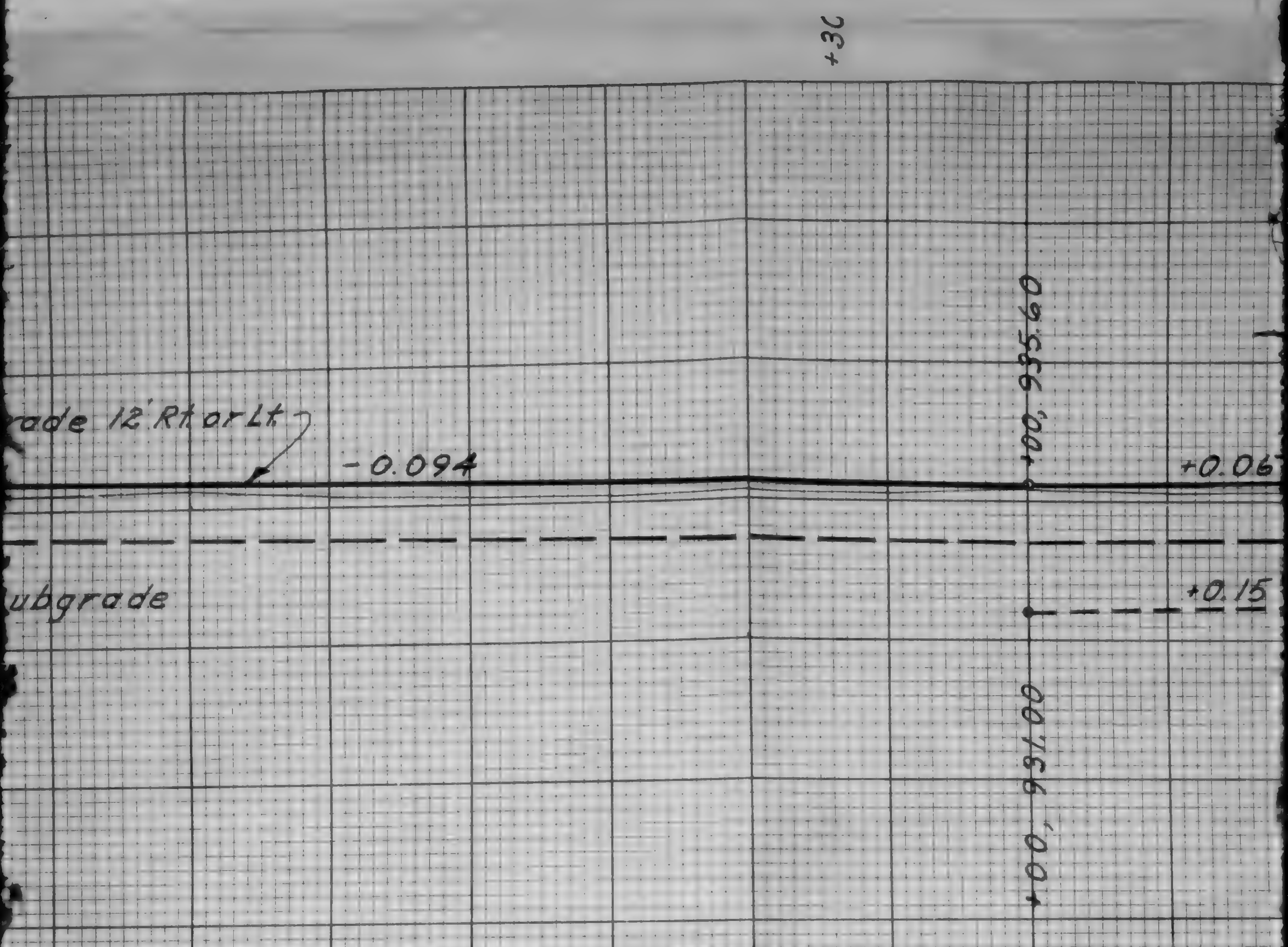
Inst. 8" Sewer Pipe-48'
Dr. Exc.-6 C.Y.
Inst. 24" Sewer Pipe-456'
Dr. Exc. - 210 C.Y.
ADDED
10" SEWER PIPE
ADDED
don 15" Sewer
A-1,
32'
Walk
Exist. P.C. Conc. Lined Irrig. Channel
+00, Const. 2 Type 'G-1' Inlets,
Inst 8" Sewer Pipe-4
A-1,
32
R/W Line
EAST 'F' STREET
90
30
30
32'
A-1
32'
A-1
R/W Line
32'
A-1
10" SEWER PIPE. 228'
DR. EXC 25 CY
ELIMINATED
Inst. 15" Sewer Pipe-220'
Dr. Exc.- 30 C.Y.
+30. Adjust Manhole

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK NO.		
AREAS		
AREAS CHECKED		


940
935
930
Match Existing
-0.
-0.
Se
+15, 932.25
'W' 75


+35
+47
+5
+45 935.98
EQUATION
isting Pavt.
Ground Line at Survey ℄
-0.04
+0.02
-0.20
+0.20
Sewer Invert Grade
+49 931.58
+55 931.96
+00 932.25
97.65'
'W' 79+49.06 Bk.=
'W' 79+51.41 Ah.
'W' 80


urvey ℄
+0.02
25½"
936.07
+00
Finish Grade 12
Subgrad
Exc. 3,959
Emb. 251
'W'85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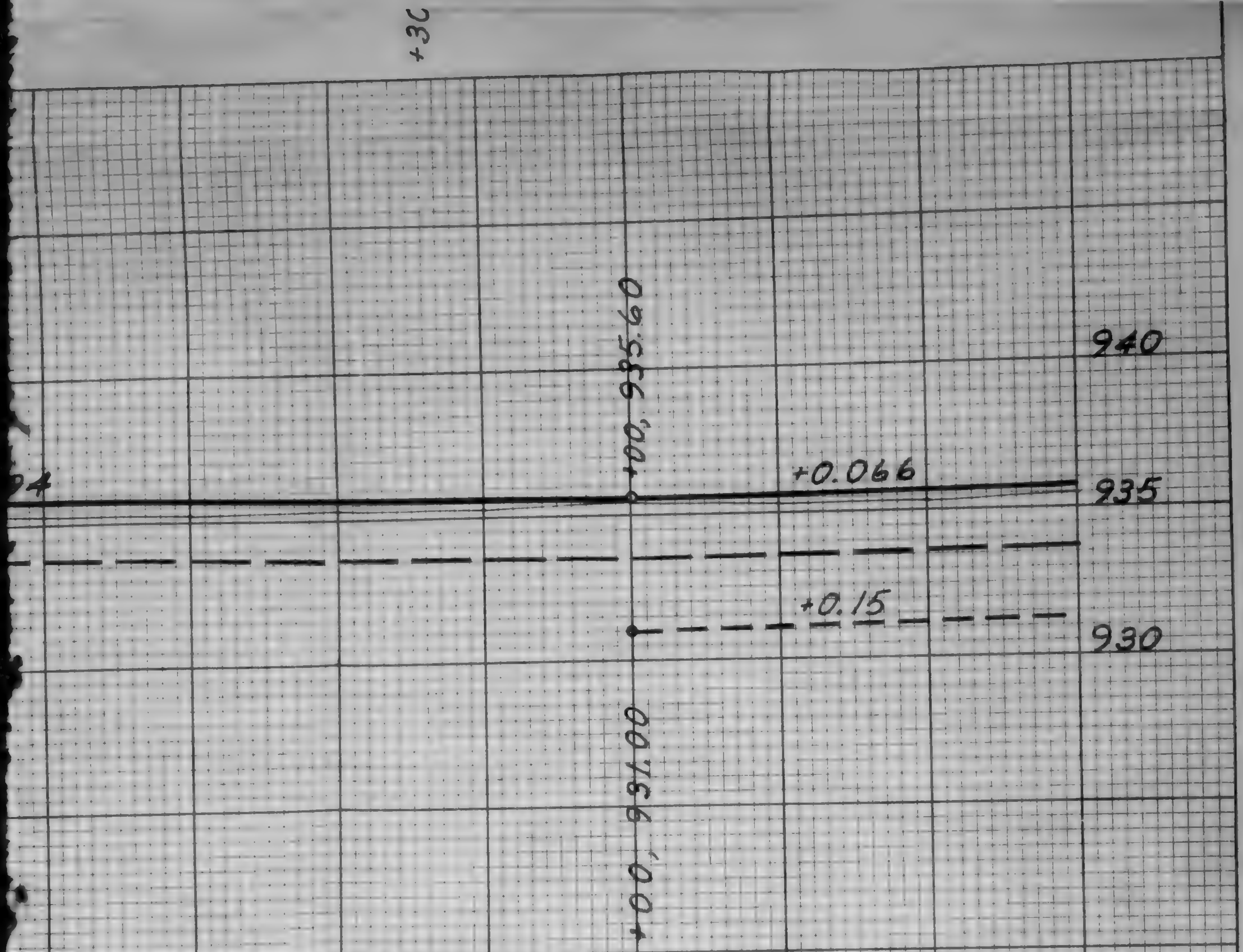
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06.M.

U-205(11) N. Klamath Falls Interch. 1961
Sec., The Dalles-Calif. Hwy.
#6007 [redacted]

Cl.A
2462

STATE COPY

Monthly transaction number 5-199 (11)	F PR-2A U.S. DEPARTMENT OF COMMERCE (57) BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number **11**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-14-	County **Klamath**
		Project number **U-205(11)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 10**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **545,491.93**
Revised Federal funds	$ **344,871.22**
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of May, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
(Division Engineer)
By: **L. R. Backlund, Administrative Mgr.**

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JBKlaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

RECEIVED
MAY 11 1962
FOR FILING

6007 5-10-62 State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO. R-2 (RE. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. 6007	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Klamath**
		PROJECT NO. **U-205(11)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, North Jct. Klamath Falls By-Pass

(North Klamath Falls Junction Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-9-59	----
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	0.3
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 539,413.00	$ 339,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: L. R. Backlund, Administrative Manager

LR Backlund

Date executed by Division Engineer May 10, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

May 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the North Klamath Falls Interchange Section, Project No. U-205(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

April 19, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Klamath Falls Interchange Section, Project No. U-205(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Federal Aid
Project No. U-205(11)

Oregon State Highway Department

NORTH KLAMATH FALLS INTERCHANGE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 9, 1961

Type Code P.E.

Preliminary Engineering	All Required	$	$ 3,000.00

Type Code 6201
Roadway (Sta. 5+15 thru equa. 8+00 - 2+51.35 to Sta. 17+50)

Clearing and Grubbing	All	Required	$	$ 2,500.00
Removal of Concrete and Masonry	All	Required		2,000.00
Drainage Excavation, Unclassified	390	cu.yds.	3.00	1,170.00
General Excavation, Unclassified	263,000	cu.yds.	0.38	99,940.00
Disposing of Excess Materials	206,000	cu.yds.	0.25	51,500.00
Finishing Roadbed and Slopes	All	Required		2,500.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
12-inch Concrete Pipe	520	lin.ft.	2.50	1,300.00
18-inch Concrete Pipe	560	lin.ft.	4.50	2,520.00
36-inch Concrete Pipe	300	lin.ft.	10.00	3,000.00
12-inch Sewer Pipe	510	lin.ft.	2.50	1,275.00
15-inch Sewer Pipe	170	lin.ft.	3.50	595.00
18-inch Culvert End Sections	10	only	45.00	450.00
36-inch Culvert End Sections	1	only	125.00	125.00
Concrete Inlets, Type "CG"	2	only	100.00	200.00
Concrete Inlets, Type "G-2"	2	only	110.00	220.00
Concrete Curbs and Gutters	42	cu.yds.	45.00	1,890.00
Concrete Surfacing	9	sq.yds.	7.00	63.00
Salvage and Reinstall Guard Rail	1,100	lin.ft.	1.50	1,650.00
Metal Guard Rail	2,200	lin.ft.	3.00	6,600.00
Guide Posts, W-1	56	only	6.75	378.00
Guide Posts, Y-1	16	only	7.00	112.00
Guide Posts, Y-2	50	only	7.50	375.00
Guide Posts, Y-3	1	only	8.00	8.00
Coarse Crushed Material in Base	32,500	tons	1.75	56,875.00
3/4" - 0 Material in Base	4,300	tons	1.85	7,955.00
Sprinkling	1,240	M-gal.	3.00	3,720.00
Preparation of Base	All	Required		750.00
3/4" - 0 Material in Binder Course	190	cu.yds.	4.00	760.00
RC-3 Asphalt	28	tons	60.00	1,680.00
Class "B" Asphaltic Concrete	7,700	tons	7.00	53,900.00
RS-1 Asphalt	4	tons	100.00	400.00
Extra for Paving Approaches	10	only	30.00	300.00
Asphaltic Concrete Traffic Markers, Type "L"	120	lin.ft.	1.00	120.00

Shoring, Cribbing, etc. (Walls)	All Required (40%)		$ 1,400.00
Structural Excavation (Walls)	380 cu.yds.	$4.00	1,520.00
Structural Excavation Below Elevation Shown (Walls)	40 cu.yds.	8.00	320.00
Class "A" Concrete (Walls)	70 cu.yds.	65.00	4,550.00
Metal Reinforcement	9,200 lbs.	0.15	1,380.00
Roadway Illumination and Sign Power Installation	All Required		1,700.00
Removal of Existing Sign Installation	All Required		200.00
Butterfly Sign Structure	1 only	3900.00	3,900.00
Furnish 8" BP 36# Steel Piling	69 lin.ft.	5.00	345.00
Drive Steel Piles	5 only	80.00	400.00
Metal Sign Posts	All Required		360.00
Wood Sign Posts	All Required		655.00
Type "C", "D" and "R" Signs in Place	280 sq.ft.	4.20	1,176.00
Type "E" Signs in Place	73 sq.ft.	5.00	365.00
Type "A" Aluminum Signs in Place	573 sq.ft.	7.50	4,297.50
			$329,999.50
Flagging (57½% of Contractor's Cost)	All Required		10,000.00
Reinstall Existing Signs Ahead of Sta. 6+00	All Required		400.00
Signing (Temporary)	All Required		1,000.00
Seeding and Mulching	All Required		1,440.00
			$ 12,840.00
UTILITY WORK			
Work by Pacific Northwest Bell Tel. Co.	All Required		100.00
	Subtotal		$342,939.50
	10% Engr. & Cont.		34,293.50
	Total		$377,233.00

Type Code X721
N. Klamath Falls Interchange (Br. #8343)(Sta. "K-M" 7+82.34)

Shoring, Cribbing, etc.	All Required (60%)		$ 2,100.00
Structural Excavation (Structure)	420 cu.yds.	$6.00	2,520.00
Structural Excavation Below Elevation Shown (Structure)	50 cu.yds.	9.00	450.00
Class "A" Concrete (Structure) (883 cu.yds. at $75.00)	All Required		66,225.00
Metal Reinforcement (Structure) (244,600 lbs. at $0.13)	All Required		31,798.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00

Subtotal	$103,533.00
10% Engr. & Cont.	10,353.00
Total	$113,886.00

Length of Roadway - - - - - - - -	0.338 Mile
Length of 1 Structure - - - - - -	0.000 Mile
Total Length- - - - - - - - - - -	0.338 Mile
Cost of Roadway Per Mile- - - -	$1,116,073.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	377,233.00	237,200.00	140,033.00
Structure	113,886.00	71,000.00	42,886.00
	$494,119.00	$310,000.00	$184,119.00

RECEIVED
NOV 18 1964

November 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the N. Klamath Falls Interchange Section of The Dalles-California Highway, Contract No. 6007, Project No. U-205(11) in Klamath County, was completed October 22, 1964.

This work was authorized by Order for State Work No. 2 dated October 2, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]
cc: R. H. Chase

RECEIVED
NOV 15 1963

FOR FILING
(a)

6007

November 14, 1963

Mr. Carl Brathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Brathen:

This acknowledges receipt of your letter of October 11 which was addressed to Mr. Quary, Secretary, Oregon State Highway Commission.

Through direct contact with you at your place of business and by several letters, we have explained our position in this matter. We have taken particular pains to keep watch of the traffic movement at this intersection in regard to accident record. We find nothing to alter our opinion of the operating quality of the interchange as it now exists and no reason to construct it as you request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
A. D. Olsen

FORM E-90 80M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1963

SUBJECT: Quarry Street Crossing
North Klamath Falls Interchange
The Dalles-California Highway
Klamath County

To:

Mr. Lloyd P. Shaw
Ass't State Highway Engineer
Building

This intersection and the matter of Mr. Carl Braathen's statement regarding turning the matter over to the courts has been discussed briefly with Mr. Lindas. No grounds for suit can be seen and it is believed that we can stand as we are.

A possible revision in the striping of this area has been worked up which we believe would materially improve conditions for the traffic making the left turn into the housing area southwesterly of the highway. This was handed to you by Mr. Barbee a few days ago. Your comments would be appreciated.

F. D. Morgan
Construction Engineer

By A.D. Olson
A. D. Olson
Urban Engineer

NOTED
LLOYD P. SHAW

ADO:jp

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 28, 1963

Quarry Street Crossing
North Klamath Falls

Mr. F. D. Morgan
Construction Engineer
Building

The attached copy of a letter from Carl Braathen concerning the Quarry Street intersection deals with a matter which I believe you investigated some time ago.

Will you please make an immediate check into our situation and advise me if we are in a position to stand firm in case Braathen takes this matter to Court.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc R. L. Porter

11-13 Olson advises he checked with Lindas who believes Braathen has no grounds for legal action.

11-14 Bud George advises there are no accidents of record at this intersection.

RECEIVED
OCT 16 1963

FOR FILING
11 [illegible] (11)

6007

October 14, 1963

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Braathen:

This will acknowledge your letter of October 11 concerning a traffic hazard at the Quarry Street crossing.

As this is an engineering matter, I am referring your letter to Mr. Forrest Cooper, State Highway Engineer, for his consideration.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Forrest Cooper

Klamath Falls, Oregon.
October 11 - 1963.

Mr Floyd Query.
Salem Oregon.

Re F.A.P. 6007.

Dear Sir.

Inasmuch as the neibors wish to turn this project over to the courts, for their investigation, and decision, we wish to inquire once more, if any progress has been made by your department, towards solving the trafic hazard here, at the Quarry street crossing.

Very truly yours
Earl Braathen

RECEIVED
OCT 14 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1963
FOR FILING

CONSTRUCTION DIVISION
SEP 26 1963
NOTED ☐ ☐ ☐ ☐
CE ACE ACE CDE

477 Cottage Street N.E.
Salem, Oregon 97301

September 23, 1963

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Braathen:

Receipt is acknowledged of your letter of September 15, 1963 concerning access to Coli Avenue from the northbound lanes of Highway U.S. 97.

As we have previously advised you, we well appreciate your concern that property owners along the highway northerly from Quarry Street presently enjoy unrestricted access to the highway by reason of the transition of the new four-lane facility to the existing two-lane highway in that area. We again advise you that this condition will exist only until such time as funds are available to finance the extension of the north-bound lanes, as any extension of these lanes will, of course, affect the traffic pattern northerly from Quarry Street.

We must re-emphasize that primarily this is a problem for the consideration of the Oregon State Highway Commission, and we again strongly urge that further discussions thereof be directed to that agency.

We are forwarding a copy of your letter to the State Highway Engineer for his information and consideration.

Very truly yours,

A. W. Parsons
Division Engineer

NOTED
LLOYD P. SHAW

Klamath Falls. Oregon.
September 15-63.

Mr A.W. Parsons.
U.S Bureau of Public Roads.
Salem Oregon.

Dear Sir.

As of now, there are no signs of an improvement, of our access from the new north bound U.S highway 97, for nearly one hundred citizens, while four property owners adjacent to us, enjoy an private access for 1200 To 1300 feet. Assuming That Khrushchew has not completely taken over in This state, we again, in all sincerity, ask your office if There is something you can do for us, to undo This injustice, an relieve This existing trafic hazard, at this Cole avenue, and Quarry street crossing.

Very truly yours
Karl Braathen
3535-Quarry street.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 9 1963
FOR FILING

September 9, 1963

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Sir:

In your letter of September 7 you request a copy of the final estimate on Contract No. 6007 for construction of the North Klamath Falls Interchange.

There is some question as to whether the final estimate is considered as a public document and until that question is settled we cannot send you a copy. However, we do have the final contract amount which we are advised is $482,054.07.

If there are specific questions that you wish to ask concerning this contract we will be glad to answer them as best we can.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

Klamath Falls Ore. 9-7-63.

Mr Floyd Query
State Highway Comm.
Salem Oregon.

Dear Sir

When you have the final estimate worked up, and paid to contractors, on contract no 6007 North Klamath Falls interchange, would you please mail us an copy of said final estimate, and if any charges for same, please state, and we will mail amount to you.

Very truly yours
Earl Braathen

8-23 [illegible] shows total 479,111.95, [illegible]
1-5 final [illegible] [illegible]
Contract amount $474,676.35

RECEIVED
SEP - 9 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 4 1963

FOR FILING

U 205 (N)
[illegible]

September 3, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 20 on Contract No. 6007. The contract was with Asphalt Paving Company, Kiser Equipment Company, and Ray Kiser Construction Company and was for grading, paving, structures, and signing on the North Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County.

As the contractors have completed all work according to specifications, I recommend that you accept the project effective September 3, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 2 6 1963

FOR FILING
[illegible]
6007

August 23, 1963

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Sir:

In our letter of August 6, it was stated that $479,887.95 had been paid on contract no. 6007 for the North Klamath Falls Interchange and that we had retained $23,733.82.

This apparently is in error as recheck of the figures shows the $479,887.95 as being the total amount of the contract including the retainage.

These are not the final figures and there may be some small change in the final computations.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

Klamath Falls. Ore. 8-15-63.

Mr Floyd Query. Secretary.
State Highway Dept.
Salem. Oregon.

Thanks for your letter of August 6th, relating to contract No 6607. Klamath County. According to your statement there is now paid to contractors $\$479887^{95}$ and still retained $\$23733^{82}$. This totals $\$503621^{77}$ which is nearly $\$24000^{00}$ over and above the contracted price to the state. Inasmuch as the project was not finished to the north end. but cut short nearly 1/4 mile, due to some shady maneuvering by four property owners, bordering this change, common sense tells us this project should be finished below the contract price. Will you please give us an explanation for this discrepancy.

Very Truly Yours
Carl Braathen

RECEIVED
AUG 7 - 1963

FOR FILING
A-205(11)

6007

August 6, 1963

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Sir:

This is in reply to your letter of July 31 concerning the status of Contract No. 6007 with Asphalt Paving Co., Kizer Equipment Co., and Ray Kizer Construction Co., in Klamath County.

This contract was completed June 20, 1963, but has not yet been accepted by the State Highway Commission.

The amount paid to date is $479,887.95, which includes $7,647.23 for force account. The retainage amount is $23,733.82.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Klamath Falls Ore. 7-31-63.

State Highway Dept.
Salem Oregon.

Gentlemen,

We assume that F.A.P. m-6007. Klamath County has now been completed. Will you please give us the final cost as paid the contractors, not including the cost of engineering and inspection by the state.

Very truly yours
Carl Braathen.

Completed: 6/10/63
Not yet accepted —

Info- from C. Tandy
Amt. paid to date #479,887.95 (includes #7,647.33 Force acct —)
Retainage 23,733.82

RECEIVED
AUG - 2 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 3, 1963

Section North Klamath Falls Interchange

Kind of work Grading, Paving, Structure, & Signing

Highway The Dalles-Calif. County Klamath

Section prefix 18-1094

Contractor Asphalt Paving Co., Kiser Equip. Co., and Ray Kiser Const. Co.

Contract number 6007

Date of contract December 8, 1961

Specified work days 125

Date work started December 26, 1961

Work days used 125

Project authorization $548,568.39

Exclusive of engineering $509,559.09

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $509,559.09

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $39,009.30

Engineering cost to date $47,242.55, 121.11 %

Date project was completed June 20, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted Wednesday of this week to Division Office.

Final Report.

BB 9

Signed W. Reid Meritt P.C.

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.06	1.06			1.06
Miles partially completed	1.06	1.06			1.06
Miles completed	1.06	1.06			1.06
Total estimated quantities (contract)	263,000 c.y.	36,800 tons			7,700 tons
Total quantities corrected to date	261,818.9 c.y.	34,805.785 tons			8,099.895 tons
Estimated quantities moved or placed to date	261.818.9 c.y.	34,805.785 tons			8,099.895 tons
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift	0	0			0
Average force on project for week	0	0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
JUL 8 - 1963

FOR FILING

U-205(11)

/

July 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 20, 1963, on Contract No. 6007, North Klamath Falls Interchange Section, in Klamath County, in connection with Federal-Aid Project No. U-205(11).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. M. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:cs

cc: H. S. Cox
F. D. Morgan

RECEIVED
MAY 15 1963
FOR FILING

6007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1963

SUBJECT: North Klamath Falls Interchange Section
The Dalles-California Highway
Klamath County
Contact with Mr. Braathen

11

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

This is to report that on May 8, in company of Mr. Reid Meritt, Resident Engineer on the above-mentioned project, contact was made with Mr. Carl Braathen regarding his complaint of handling of traffic at the North Klamath Falls Interchange.

It was first explained to Mr. Braathen that the grading north of the interchange was to provide an area for excess material and that this was not part of the original plan.

The second complaint of Mr. Braathen was regarding the movement of northbound traffic coming through the underpass into the present Klamath Falls-Malin Highway weaving with traffic on Highway 97 and conflict with people from either highway turning off onto Quarry or Coli Streets. While in Klamath Falls, contact was made with Mr. Bud George of the Sign Department who will take another look at this area with the though of placing additional warning signs and stencil painting. It is anticipated that this work will tend to eliminate the possibility of conflict with the people who slow down to turn onto Quarry Street.

The third complaint of Mr. Braathen concerned a proposed widening or opening up of the present crossing from the northbound traffic into Quarry Street. It was explained to Mr. Braathen that if this interchange were widened out 80 to 100 feet, it would just confuse the present traffic and open it up to more confusion and uncertainty than now exists. Mr. Braathen could understand the additional conflict but did not evidence any satisfaction with the proposal to leave the interchange as it.

We left Mr. Braathen with the subject discussed as mentioned above and he indicated that he had gone as far as he intended to go with his complaints, that he was acting, to a certain extent, as a representative of the people in the

NOTED
LLOYD P. SHAW

area, and that although he was not satisfied with the interchange, he was through complaining. I believe the possible addition of signs and stencils in the traffic lanes will eliminate a good portion of his reason for complaint. I intend to contact Mr. George in the near future to get his reaction to whatever improvements he proposed at this interchange.

I would like to believe that no further complaints may be anticipated from Mr. Braathen, but I think that this will be wishful thinking.

F. D. Morgan
Construction Engineer

FDM:fp

RECEIVED
MAY 1 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1963

FOR FILING

11 305 (11)

6007

Salem, Oregon
April 22, 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

Attached is a letter from Carl Braathen of Klamath Falls, which is self-explanatory. This is an old subject and has been worn out two or three times. However, will you immediately have prepared a draft for Mr. Cooper's signature and let me see it before forwarding it in to him.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

PLEASE RETURN TO
LLOYD F. SHAW

Klamath Falls, Oregon
April 18, 1963
Re F.A.P. 6007

Carl Braathen
3535 Quarry St.
Klamath Falls, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon.

Dear Sir:

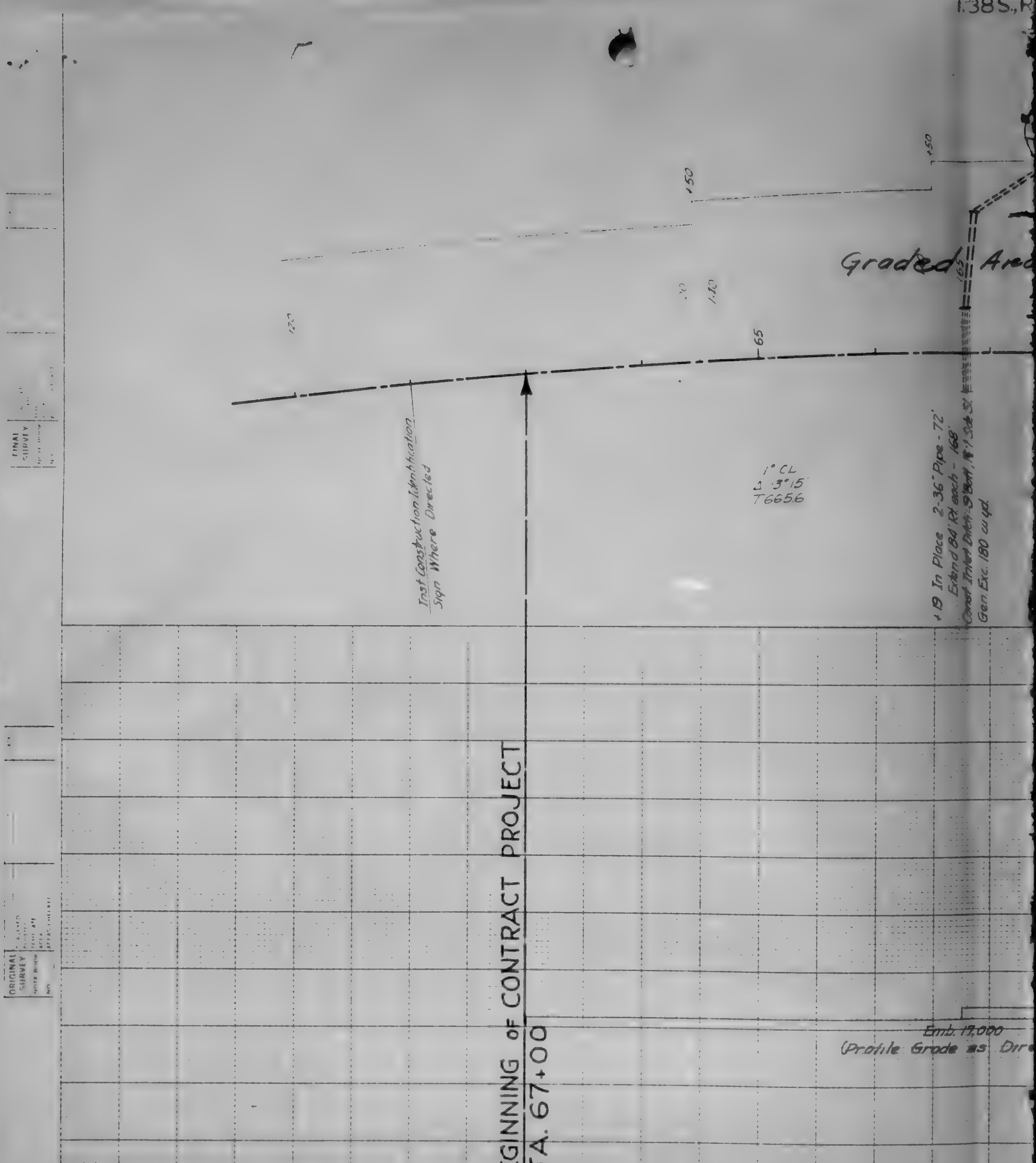
We assume you are familiar with our previous letters, and petition to your office. To the present time there has been no action taken by your department, to remedy a very bad situation here, only some letters from your assistants, some with some very evasive answers to our questions. We, the residents and taxpayers of this locality, have petitioned for a better access from the new U.S. 97 North, to Coli and Quarry streets, by an extension sourthly of the Quarry Street crossing. There are compounded traffic hazards here, Mr. Cooper, the north bound travel on the bypass, immediately after passing through the underpass, merges with the left and fast lane, with the regular U.S. North 97 then approximately five hundred feet further north, all the inbound travel for this neighborhood and subdivision, has to use the present Quarry Street crossing, all this confusion in a few hundred feet, number two bottleneck is the merging of the new project, with the existing two lane of U.S. 97, nearly one fourth of one mile short of the end of the project, according to the plans. For some not very mysterious reason, this alignment was changed after the grading was completed, and surfacing in progress. This change of the alignment makes the whole north end of this project a traffic hazard, and bottleneck & extending all the way to the Quarry Street crossing. We ask you, Mr. Cooper, to have this interchange finished according to the plans, and divided highway to the end of the project; by so doing, it will eliminate one hazard and leave the one at the underpass-Quarry Street section, then with an extension of this crossing southerly, eighty to one hundred feet, the hazard here would be greatly reduced. The public funds U.S. and State were allocated and contract awarded for this F.A.P. 6007, for the specific purpose of eliminating one traffic hazard, now unless corrected, we have two.

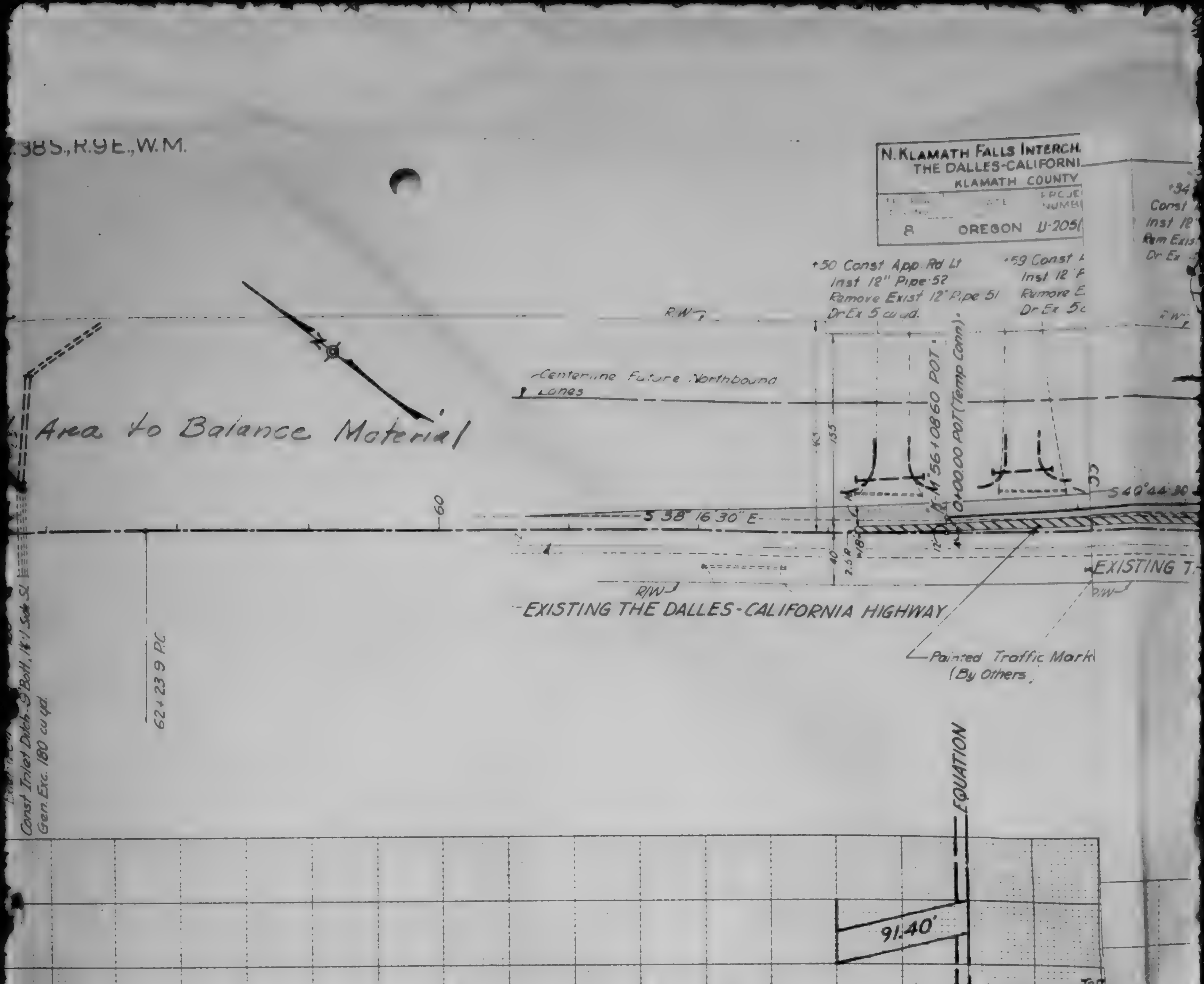
Hoping you will see fit, Mr. Cooper to have this, a very bad situation, corrected now, while the project is under constrution.

Very Truly Yours

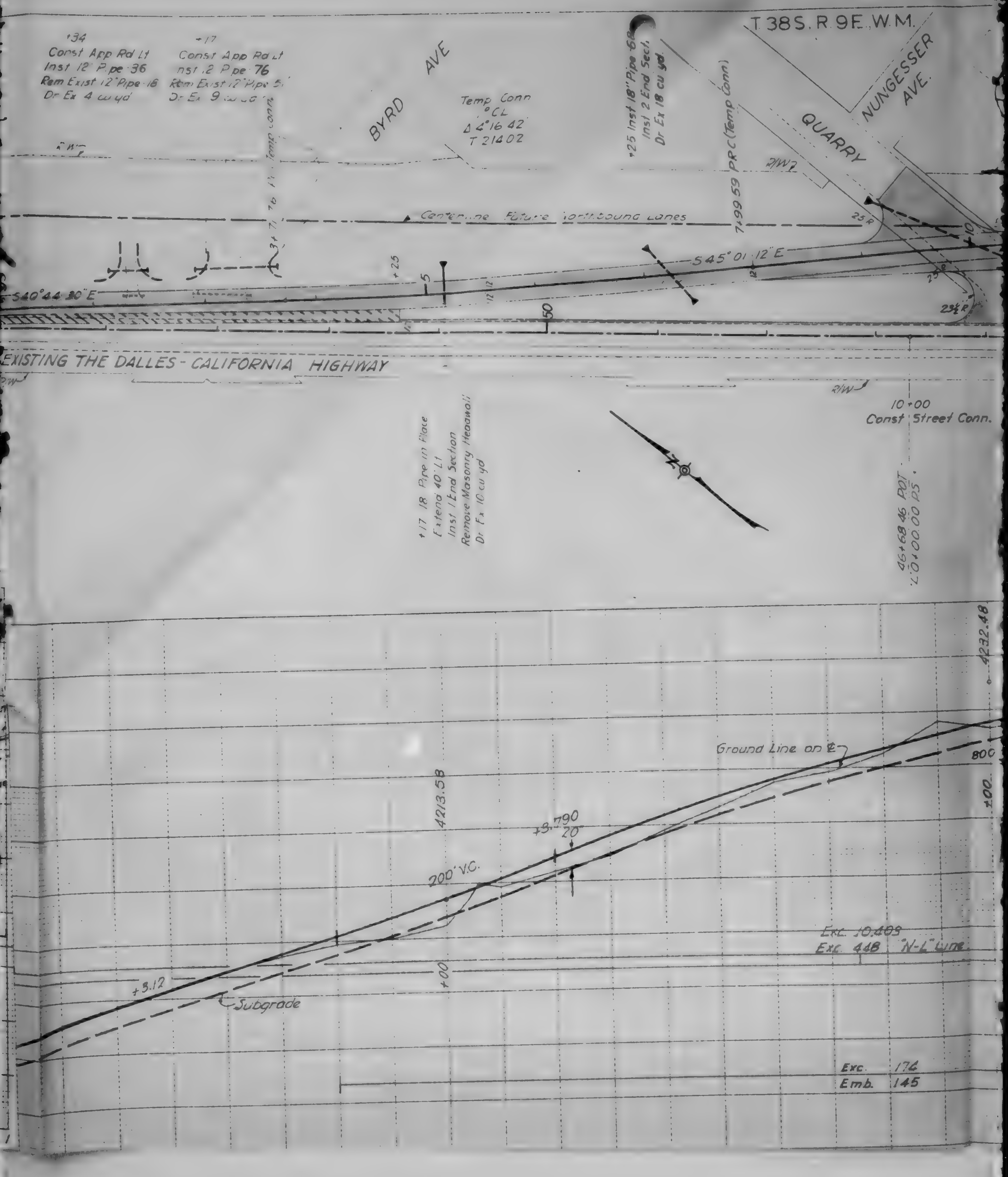
Carl Braathen 3535 Quarry St. Klamath Falls, Oregon

Carl Braathen


T.38S.,R
+50
+50
Graded Area
1.20
1.20
1.20
65
Inst. Construction Identification Sign Where Directed
1° CL
Δ 3°15'
T 66.56
+19 In Place 2-36" Pipe - 72'
Extend 84' Rt. each - 168'
Const. Inlet Ditch: 9' Bott., 1½:1 Side Sl.
Gen. Exc. 180 cu. yd.
FINAL SURVEY
ORIGINAL SURVEY
BEGINNING of CONTRACT PROJECT
STA. 67+00
Emb. 19,000
(Profile Grade as Dire
67
65



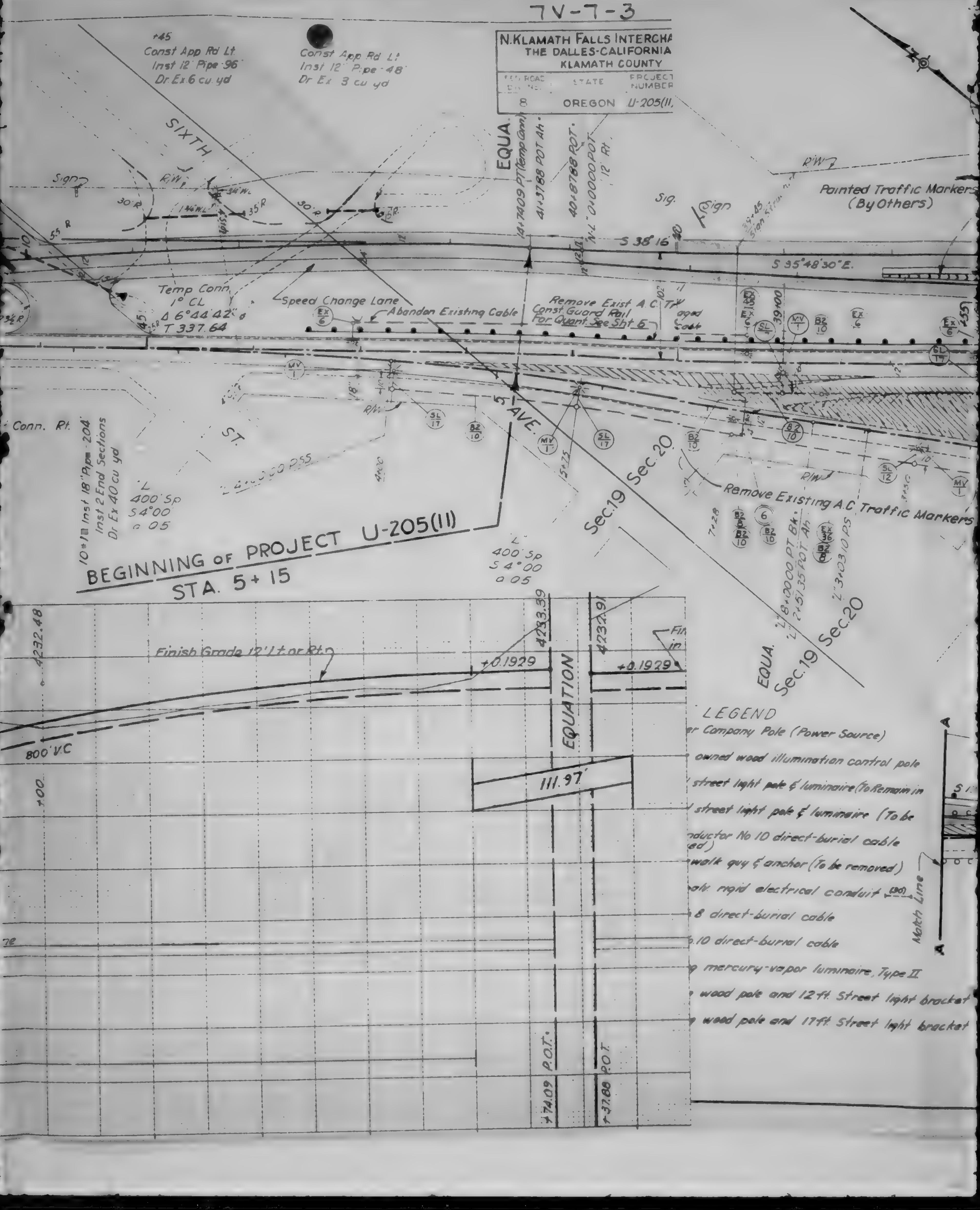
T.38S., R.9E., W.M.
N. KLAMATH FALLS INTERCH.
THE DALLES-CALIFORNI
KLAMATH COUNTY
8 OREGON U-205(
+50 Const App Rd Lt
Inst 12" Pipe 52
Remove Exist 12" Pipe 51
Dr Ex 5 cu yd.
+59 Const
Inst 12"
Remove E
Dr Ex 5 c
+34
Const
Inst 12"
Rem Exist
Dr Ex
R/W
Centerline Future Northbound Lanes
Area to Balance Material
60
155
S 38° 16' 30" E
E.M. 56+08.60 POT
0+00.00 POT (Temp Conn)
S 40° 44' 30"
40
EXISTING T.
R/W
EXISTING THE DALLES-CALIFORNIA HIGHWAY
Painted Traffic Mark
(By Others)
62+23.9 P.C.
Const Inlet Ditch 9' Bott, 1½:1 Side Sl
Gen. Exc. 180 cu yd.
EQUATION
91.40'
Ground Line Ter
Ground Line Existing
Subgrade
Finish Grade
Subgrade
Exc. 712
17,000
(as Directed)
K.M. 56+08.60 P.O.T.
0+00 (Temp. Conn)
60
57


+34
Const App Rd Lt
Inst 12" Pipe 36
Rem Exist 12" Pipe 16
Dr Ex 4 cu yd
+17
Const App Rd Lt
Inst 12" Pipe 76
Rem Exist 12" Pipe 5
Dr Ex 9 cu yd
3+71.76 Lt Temp Conn
BYRD AVE
Temp Conn
℄
Δ 4°16'42"
T 214.02
+25 Inst 18" Pipe 68
Inst 2 End Sect.
Dr Ex 18 cu yd.
7+99.59 PRC (Temp Conn)
T 38 S. R 9 E. W.M.
QUARRY
NUNGESSER AVE.
R/W
Centerline Future Northbound Lanes
25 R
10
S 45° 01' 12" E
12
25 R
23½ R
S 40° 44' 30" E
+25
5
12 12
50
EXISTING THE DALLES - CALIFORNIA HIGHWAY
R/W
10+00
Const Street Conn.
+17 18" Pipe in Place
Extend 40' Lt
Inst 1 End Section
Remove Masonry Headwall
Dr Ex 10 cu yd
46+68.46 POT
"L" 0+00.00 PS
4232.48
Ground Line on ℄
800
+00
4213.58
+3.790
20'
200' V.C.
+00
+3.12
Subgrade
Exc. 10,403
Exc. 448 "N-L" Line
Exc. 176
Emb. 145

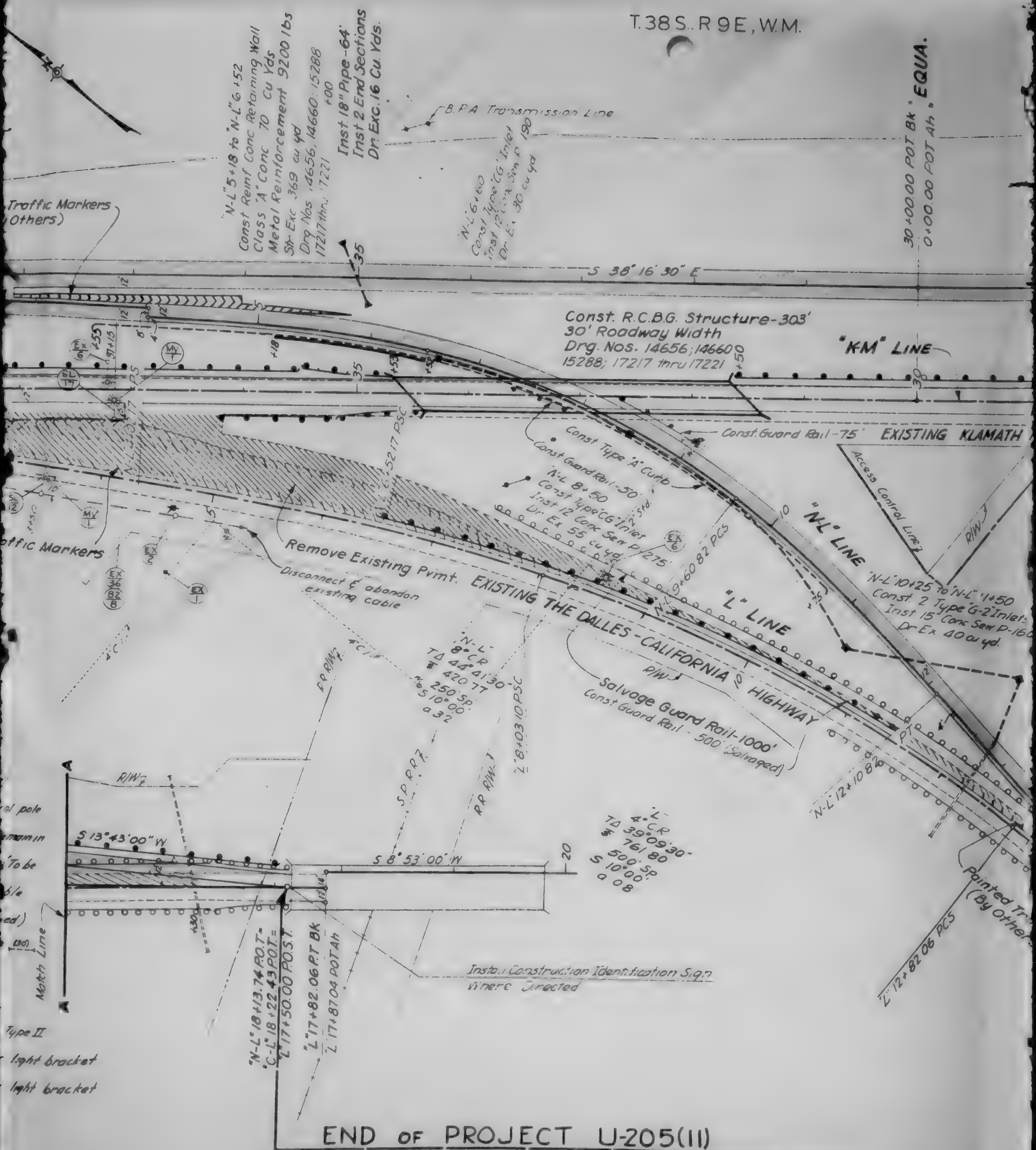
7V-7-3

N. KLAMATH FALLS INTERCHA
THE DALLES-CALIFORNIA
KLAMATH COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
8	OREGON	U-205(11,

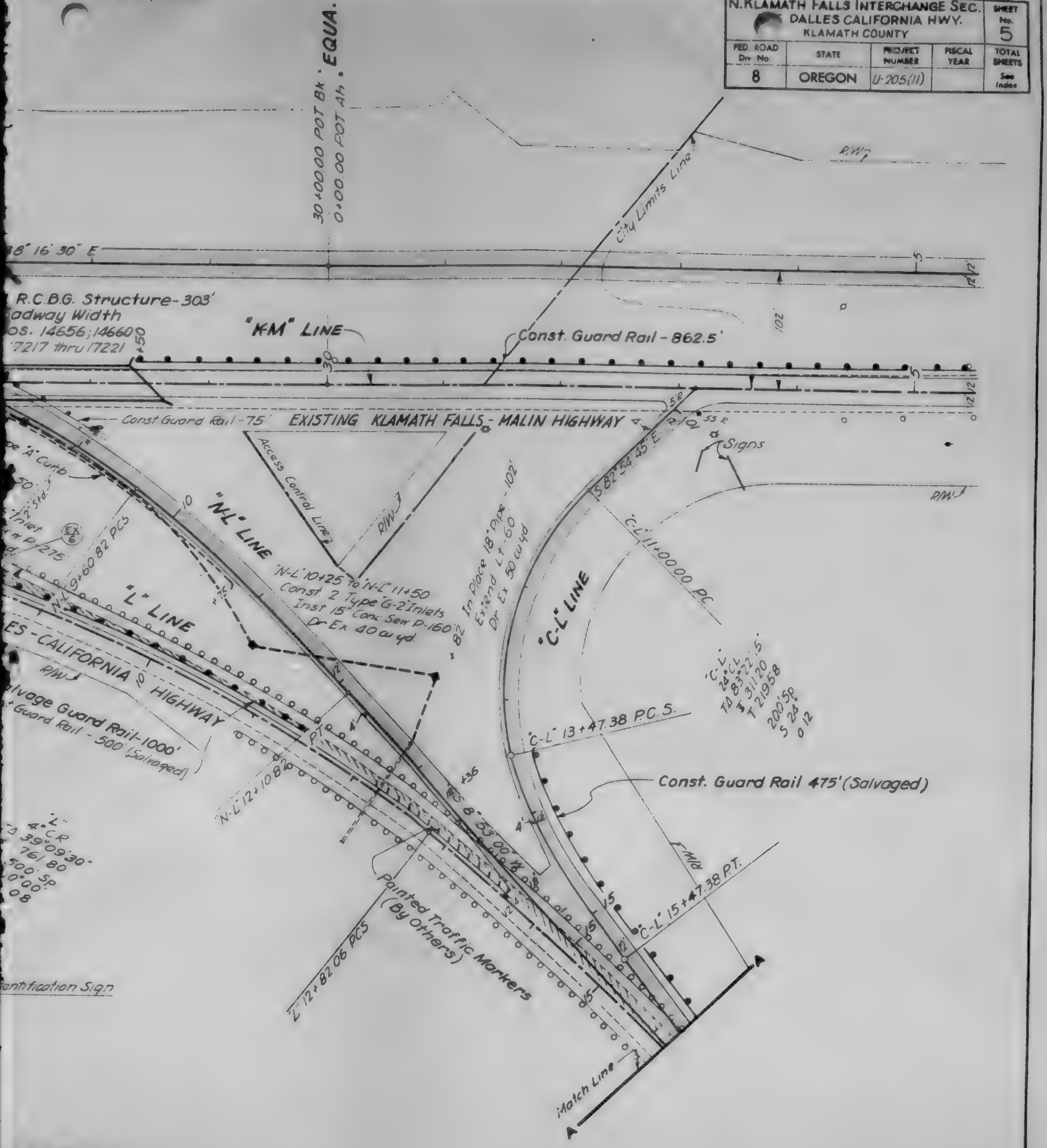

+45
Const App Rd Lt
Inst 12" Pipe 96'
Dr Ex 6 cu yd
Const App Rd Lt
Inst 12" Pipe 48'
Dr Ex 3 cu yd
SIXTH
EQUA.
14+74.09 PT (Temp Conn)
41+37.88 POT Ah
40+87.88 POT
"L" 0+00.00 POT
12' Rt.
R/W
Painted Traffic Markers
(By Others)
Sign
Sig.
30' R
35' R
5.5 R
S 38°16'
S 35°48'30" E.
Temp Conn
1° CL
Δ 6°44'42"
T 337.64
Speed Change Lane
Abandon Existing Cable
Remove Exist A.C. Tr
Const Guard Rail
For Quant See Sht 6
39+00
Conn. Rt.
ST.
AVE.
10+/8 Inst 18" Pipe 204
Inst 2 End Sections
Dr Ex 40 cu yd
"L"
400' Sp
S 4°00
a 0.5
Sec.19
Sec.20
Remove Existing A.C. Traffic Markers
"L" 8+00.00 PT Bk
2+51.35 POT Ah
"L" 3+03.10 PS
EQUA.
Sec.19
Sec.20
BEGINNING OF PROJECT U-205(11)
STA. 5+15
4232.48
4233.39
4232.91
Finish Grade 12' Lt. or Rt.
+0.1929
+0.1929
800' V.C.
EQUATION
111.97'
+74.09 P.O.T.
+37.88 P.O.T.
Match Line
A
A

LEGEND
er Company Pole (Power Source)
owned wood illumination control pole
street light pole & luminaire (To Remain in
street light pole & luminaire (To be
nductor No 10 direct-burial cable
ed)
walk guy & anchor (To be removed)
alv. rigid electrical conduit
8 direct-burial cable
10 direct-burial cable
mercury-vapor luminaire, Type II
wood pole and 12 ft. Street light bracket
wood pole and 17 ft. Street light bracket

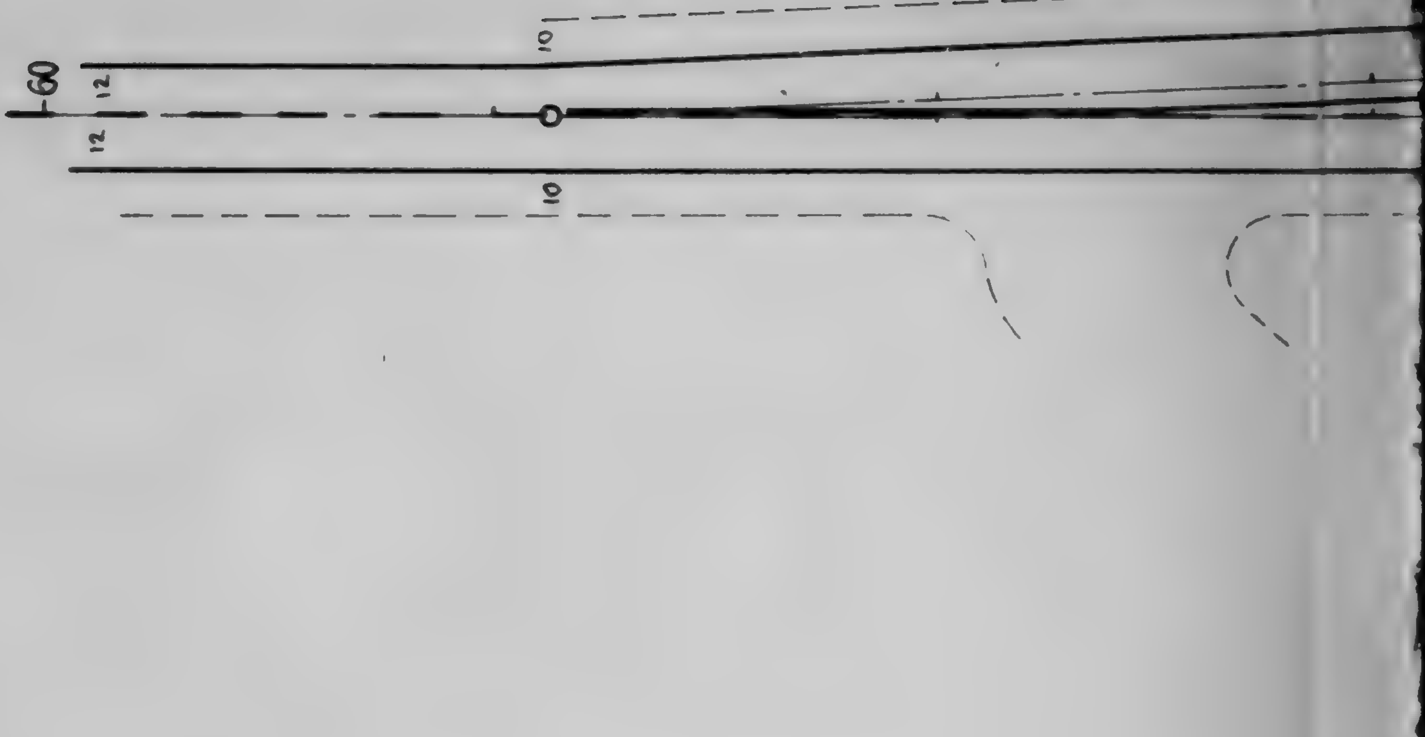

T.38S. R9E, W.M.
"N-L" 5+18 to "N-L" 6+52
Const Reinf Conc Retaining Wall
Class "A" Conc 70 Cu. Yds
Metal Reinforcement 9200 lbs
Str Exc 369 cu yd
Drg Nos 14656, 14660, 15288
17217 thru 17221
+00
Inst 18" Pipe-64'
Inst 2 End Sections
Dr. Exc. 16 Cu. Yds.
B.P.A. Transmission Line
"N-L" 6+60
Const Type "CG" Inlet
Inst 12" Conc Sew P 190
Dr Ex 30 cu yd
30+00.00 P.O.T. Bk = EQUA.
0+00.00 P.O.T. Ah
Traffic Markers
(By Others)
35
S 38° 16' 30" E
Const. R.C.B.G. Structure-303'
30' Roadway Width
Drg. Nos. 14656; 14660
15288; 17217 thru 17221
"K-M" LINE
+50
30
Const. Guard Rail-75'
EXISTING KLAMATH
Access Control Line
R/W
Const Type "A" Curb
Const Guard Rail-50'
"N-L" 8+50
Const Type "CG" Inlet
Inst 12" Conc Sew P 275
Dr. Ex 55 cu yd
6+52.17 PSC
"N-L" 9+60.82 PCS
10
"N-L" LINE
"N-L" 10+25 to "N-L" 11+50
Const 2 Type "G-2" Inlets
Inst 15" Conc Sew P-160
Dr Ex 40 cu yd
Traffic Markers
Remove Existing Pvmt.
Disconnect & abandon existing cable
EXISTING THE DALLES-CALIFORNIA HIGHWAY
"L" LINE
R/W
Salvage Guard Rail-1000'
Const Guard Rail-500' (Salvaged)
"N-L"
8° C.R.
TΔ 44° 41' 30"
420.77
250' Sp.
S 10° 00'
a 32
"L" 8+03.10 PSC
RR R/W
S.P. R.R.
"L"
4° C.R.
TΔ 39° 09' 30"
761.80
500' Sp.
S 10° 00'
a 08
"N-L" 12+10.82
"L" 12+82.06 PCS
Painted Tr
(By Other
A
R/W
S 13° 43' 00" W
S 8° 53' 00" W
20
Match Line
A
"N-L" 18+13.74 P.O.T. =
"C-L" 18+22.43 P.O.T. =
"L" 17+50.00 P.O.S.T.
"L" 17+82.06 P.T. Bk
"L" 17+87.04 P.O.T. Ah
Install Construction Identification Sign
Where Directed
al pole
main
To be
ble
ed)
Type II
light bracket
light bracket
END OF PROJECT U-205(11)
STA. 17+50

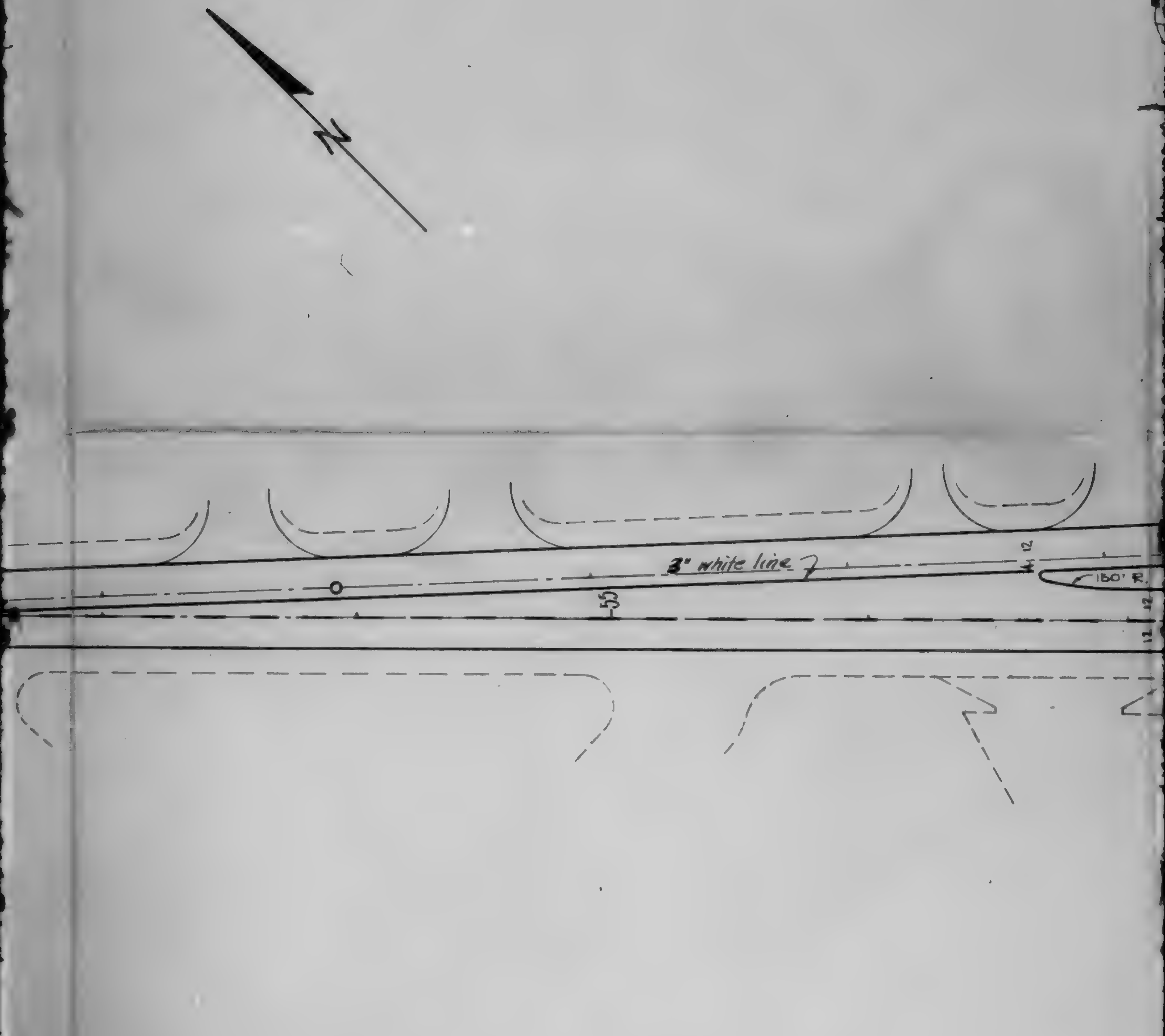
T.38S., R9E., W.M.

N. KLAMATH FALLS INTERCHANGE SEC. DALLES CALIFORNIA HWY. KLAMATH COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-205(11)		See Index


30+00.00 POT Bk. = 0+00.00 POT Ah. EQUA.
R/W
City Limits Line
8° 16' 30" E
5
12 12
R.C.B.G. Structure-303'
adway Width
os. 14656; 14660
7217 thru 17221
+50
"KM" LINE
Const. Guard Rail - 862.5'
30
102'
5
12 12
Const Guard Rail - 75'
EXISTING KLAMATH FALLS - MALIN HIGHWAY
5 R
12 10
55 R
Signs
pe "A" Curb
50
2 Std.
Inlet
P 275
EX 6
Access Control Line
R/W
S 82° 54' 45" E
R/W
10
"N-L" LINE
9+60.82 P.C.S.
"N-L" 10+25 to "N-L" 11+50
Const. 2 Type "G-2" Inlets
Inst 15" Conc. Sew. D-160'
Dr Ex 40 cu yd.
In Place 18" Pipe - 102'
Extend Lt - 60'
Dr Ex 50 cu yd
82
"C-L" 11+00.00 P.C.
"C-L" LINE
"L" LINE
ES - CALIFORNIA HIGHWAY
10
R/W
lvage Guard Rail-1000'
Guard Rail - 500' (Salvaged)
12
P.T.
"C-L"
24° C.L.
Δ 83° 22.5'
R 311.20
T 219.58
200' Sp.
S 24°
o 12
"C-L" 13+47.38 P.C.S.
+36
S 8° 53' 00" W
Const. Guard Rail 475' (Salvaged)
4'
12
R/W
"N-L" 12+10.82
"L"
4° C.R.
Δ 39° 09' 30"
761.80
500' Sp.
0° 00'
08
Painted Traffic Markers (By Others)
15
15
15
"C-L" 15+47.38 P.T.
12
A
"L" 12+82.06 P.C.S.
Match Line
A
entification Sign

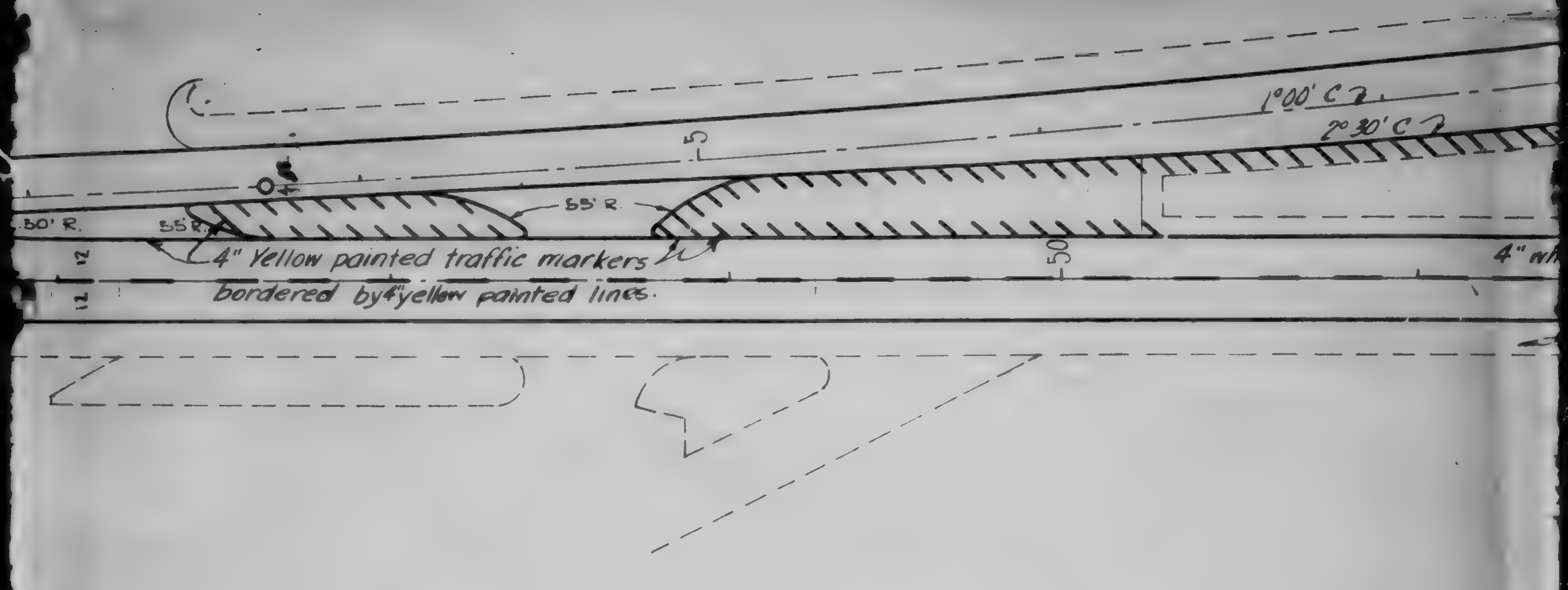
U-205(11)

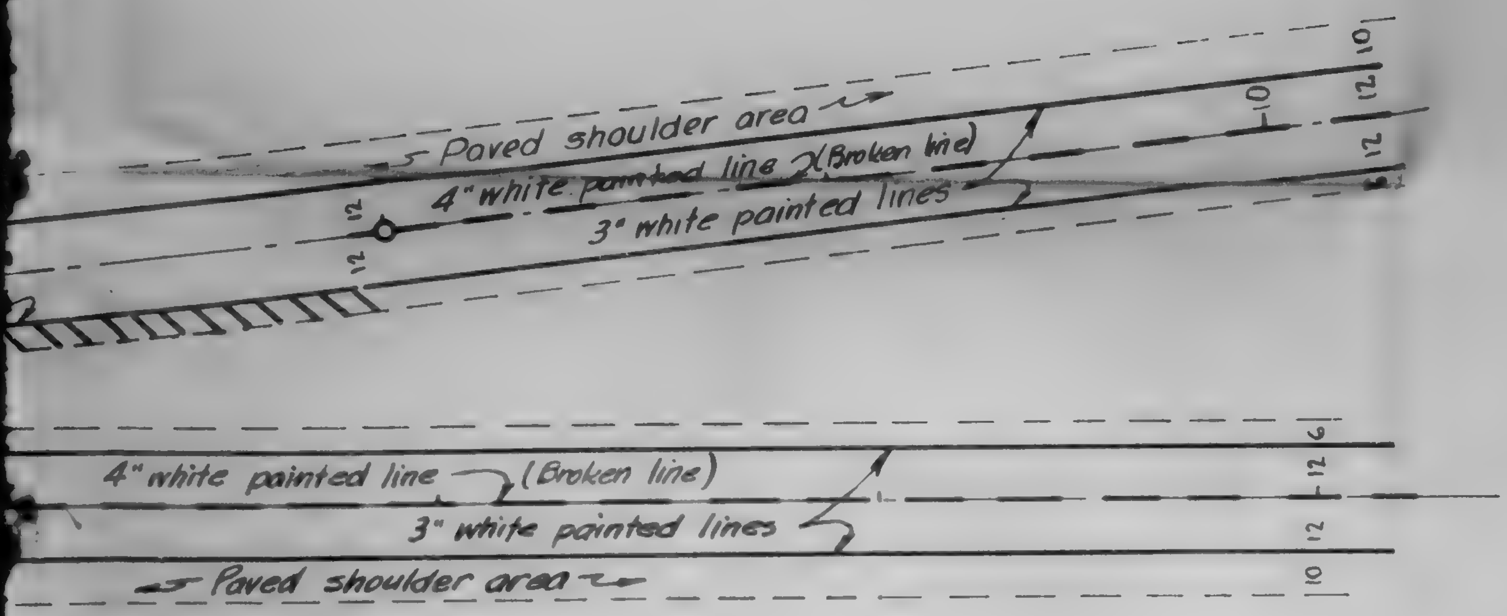



N
3" white line
12
180' R.
55
12
12

NOTE:

For size and spacing of traffic
markers, see OSHD Std. Drwg. No. 2088.


1°00' C
2°30' C
5
50' R.
55' R.
55' R.
12
12
4" Yellow painted traffic markers bordered by 4" yellow painted lines.
50
4" wh


Paved shoulder area
4" white painted line (Broken line)
3" white painted lines
4" white painted line (Broken line)
3" white painted lines
Paved shoulder area

1"=50

DATE	REVISION	BY

MILE POST

	Date	Signature	
Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"			Bridge Engineer
"	8/29/62	D J Barber	Asst Construction Eng'r
"			Asst. Highway Eng
"			U. S. B. P. R.

5-A-114

N. KLAMATH FALLS INTERCHANGE SEC. THE DALLES-CALIFORNIA HWY. KLAMATH COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

1"=50

MILE POST

	Date	Signature	
Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"			Bridge Engineer
"	8/29/62	D J Barber	Asst Construction Eng'r.
"			Asst. Highway Eng'r.
"			U. S. B. P. R.

REVISION	BY

5-A-114

N. KLAMATH FALLS INTERCHANGE SEC.
THE DALLES - CALIFORNIA HWY.
KLAMATH COUNTY

SHEET No.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

RECEIVED
FEB 6 - 1963
FOR FILING

[illegible]

6007

February 6, 1963

14

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Braathen:

This is in answer to your letter dated January 18 in regard to the North Klamath Falls Interchange. You ask why the merging of northbound lanes into existing US97 is one-quarter mile short of the point shown on the construction plans.

The alignment and pavement edges as constructed agree with the plans. When the striping plan was developed for the interchange, the nose of the median was moved approximately 400 feet southeasterly for the following reasons:

(1) It would decrease the possibility of wrong-way traffic movements.

(2) This is our standard treatment when going from two lanes to four lanes.

(3) Safer traffic operation is the result of this type of entrance from a two-way road to a four-lane divided section.

If you have further questions in regard to this striping pattern, please feel free to contact this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
Dean Swift

GKA:jp: ajw

PLEASE RETURN TO
LLOYD P. SHAW

Klamath Falls. Ore. 1-18-63.

Mr Farrest Cooper.
State Highway Comm.
Salem. Oregon. Shaw

Re. F.A.P. 6001.

Dear Sir.

Approximately one hundred taxpaying citizens in this neiborhood would like to have your answer, to the following question.

What is the reason for the merging of the new interchange, with old U.S. 97 highway, one fourth mile short of the north end, according to the plans?

We appreciate your answer.

Very truly yours
Carl Braathen
3535 - Quarry Street.

Foster

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1962
FOR FILING

6007

December 21, 1962

Mr. L. G. Reichert
Assistant Chief Engineer
Great Northern Railway Company
King Street Station
Seattle 4, Washington

Dear Mr. Reichert:

Re: North Klamath Falls Interchange
Contract No. 6007

Reference is made to your letter of December 18 concerning the railroad's insurance covering the hauling of material across the temporary grade crossing at the South Klamath Falls Interchange. All work under this contract has been completed and no further work will be done which is covered by the railroad's insurance carried under this contract.

We have awarded the contract for the South Klamath Falls Interchange to Tom Lillebo, Reedsport, Oregon, and under this contract he is to provide a policy which will cover the grading and paving of the permanent grade crossing of your tracks. Prior to doing any work on your right of way he will be required to furnish this insurance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. K. E. Wyckoff

bc Mr. Forrest Cooper
Mr. Dean Swift
Mr. C. A. Gardner

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Room 306 King Street Station
303 South Jackson Street
Seattle 4, Washington

December 18, 1962

AIR MAIL FILE: LD 50646

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Refer to agreement dated November 1, 1962 between the Railway Company and the State of Oregon in connection with the construction of the Klamath Falls West Side By-Pass Interchange on U. S. Highway No. 97, our AFE 62-684.

Section VIII of the agreement stipulates that the State's contractor furnish the Railway Company with a railroad protective liability policy with limits of $250,000/$500,000 for bodily injury coverage and $250,000/$500,000 for property damage coverage. Since the work involving the grade crossing at Railway Survey Station 67+66.74 will no doubt begin in the near future, you should have the railroad protective liability policy furnished as soon as possible.

At the present time we have Great American Insurance Company Policy No. 6-21-10-34 which affords the Railway Company protection while your contractors, the Ray Kizer Construction Company and the Asphalt Paving Company (joint venture), are doing preliminary work in connection with the West Side By-Pass project, your contract 6007. If these contractors are awarded the contract for the major work, then I can see no reason why endorsements cannot be obtained in order that the policy will comply with the agreement. One endorsement should be made to specify that the policy now includes coverage while the major work is being done, and your contract number should be shown in the "Designation of the Job Site and Description," along with all other pertinent information. The other endorsement should extend the policy coverage from December 20, 1962; and if there is still further work to be done under the contract 6007 which you now have with the Ray Kizer and Asphalt Paving Companies, a notation should also be made to this effect.

I would appreciate your sending me the insurance papers as soon as possible.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

L. G. Reichert

L. G. Reichert
Assistant Chief Engineer

WR:re

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1962
OREGON
STATE HIGHWAY COMMISSION

9

RECEIVED
JAN 11 1963
FOR FILING
11.2.5(11)

C-7

DEC 14

Klamath

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

32-10

Dear Senator Morse:

This is in reply to your communication of December 10 with which you submitted a letter of December 1 from Mr. Carl Brasthen in further reference to the improvement of U.S. 97 north of Klamath Falls, Oregon.

We have reviewed with our field office the State's planning for the highway improvement in which Mr. Brasthen is interested and our division office has written directly to Mr. Brasthen in regard to his presentations. As this planning is being developed by the State and the present traffic transition to which Mr. Brasthen refers is for temporary accommodation of traffic, Mr. Brasthen should direct his suggestions and recommendations to the Oregon State Highway Department in Salem. He may be assured of our continued cooperation with the State in developing this highway improvement in the overall public interest.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

NOTED
TOM EDWARDS

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Klamath Falls, Oregon
December 1, 1962

Honorable Wayne Morse
United States Senate
Washington, D.C.

Dear Senator Morse:

Thank you for Mr. Whitton's letter of the Bureau of Public Roads. It seems obvious that Mr. Whitton has not been informed of our request for an alternative, namely to extend southerly the Quarry street crossing, enabling us a better access to Coli Avenue. This would also lessen the trafic hazard there, by the crossing being wider.

The real trafic hazard here, all season, Senator, is the merging of the two roads a fourth of a mile short of the end of the project; and Mr. Whitton does not say why this was done. Mr. Whitton says that this transition, as merger, is temporary. Granting this, we too, will accept a temporary better access to Coli Avenue.

We still hope you can do something for us, Senator.

Respectly Yours
Carl Braathen

PR12[illegible]

RECEIVED

FOR

Cross Reference

NOV 16 1962

32-10

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

This is in further reply to your communication of October 23 on behalf of Mr. Carl Braathen concerning a request for direct access to Coli Avenue from the northbound lanes of a highway project under construction on U.S. 97 in Klamath Falls, Oregon.

The direct access proposed by Mr. Braathen would be extremely hazardous. His proposal would require left-turning traffic from the northbound lanes of U.S. 97 to cross the southbound lanes of U.S. 97 and also Quarry Street in a direct line with Coli Avenue. A driver would have to observe simultaneously two points of potential conflict in order to execute a safe crossing to Coli Avenue. When the Quarry Street crossing as designed is completed, the left-turn movement from the northbound lanes of U.S. 97 will not be difficult because of the large turning area which will be provided. The driver will then have to observe only one stream of traffic in each maneuver he makes to gain access to Coli Avenue. While such a traffic pattern will require a little additional travel for the traffic bound for Coli Avenue than would the access proposed by Mr. Braathen, the greater degree of safety to all concerned traffic will more than offset the slight inconvenience of the additional travel distance.

Mr. Braathen states that five property owners north of them were favored by merging the divided highway. This merging is a transition of the new four-lane facility to the existing two-lane highway in that area. The transition is a temporary connection between the existing two-lane highway and the new northbound lanes of the four-lane portion of the highway under construction. The temporary connection will exist only until such time as funds are available to finance the extension of the northbound lanes. Any extension of the northbound lanes will, of course, affect the traffic pattern northerly from Quarry Street.

NOTED
TOM EDWARDS

Mr. Braathen's action in making his presentation to the State Highway Department is appropriate since, as you know, they would have the prerogative of initiating action to change the present design being incorporated into the project. However, we do not feel that we could participate in the construction for the recess as proposed by Mr. Braathen, in the event our participation should be requested, because of the introduction of hazards to traffic which would be involved.

If we may be of further assistance, please let us know.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
FOR FILE

Cross Referenced To:
[illegible]
[illegible]
U-205(11)
[illegible]

477 Cottage Street N.E.
Salem, Oregon

November 9, 1962

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Braathen:

Receipt is acknowledged of your letter dated November 1, 1962, further discussing the matter of a change in the planned access from the northbound lanes of U.S. Highway 97 in the vicinity of Quarry Street and Coli Avenue.

We appreciate your drawing our attention to the errors in the distances of 370 feet and 230 feet mentioned in the third paragraph of our letter dated October 19, 1962. Further checking of this feature indicates that the distances should read 220 feet and 120 feet, respectively, measured from the centerlines of the streets in question.

It is true, as you state, that the Federal Government exercises control over Federal funds. However, when an approved Federal-aid project is constructed in substantial conformity with the governing plans and specifications, there is no basis for withholding payment of the Federal Government's pledged share of the cost of the improvement. In those cases where our inspections disclose that construction does not fully meet the planned and specified requirements, Federal participation in the cost thereof is withheld until the deficiencies are corrected.

We must reiterate that primarily this problem falls within the jurisdiction of the Oregon Highway Commission and we again urge that any further discussion thereof be directed to that agency.

Very truly yours,

NOTED
R. L. PORTER

A. W. Parsons
Division Engineer

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Re-08-35. 4-I

3535 Quarry Street
Klamath Falls, Oregon
November I, 1962

U-205(11)

Mr. A.W.Parsons

Bureau of Public Roads
Salem, Oregon
Dear Sir:

Thanks for your letter of October I9th, relative to the Coli Avenue access from highway 97 north. First to introduce myself. We own the oldest highway business property in the neighborhood. The five property owners mentioned before are later additions. I am also a retired contractor and highway builder, so part of your letter I will have to disagree with. Under our federal aid system, the bureau of public roads has control of the federal funds, and the final authority on all F.A.P. projects. As one of my projects, which had been accepted by the highway commission, was rejected by the Bureau; and we had to bring men and equipment back for additional work and finishing. The access we seek, Mr. Parsons, to serve Coli and Quarry Sreet, is not 370 feet south of the Quarry Street crossing; but only about I00 feet; and we would, as outlined to the project engineer; and the State traffic control engineer, settle for a sixty to seventy five foot extension of the Quarry Street crossing southerly. This method would then eliminate the so called "No Mans Land" as described by the Highway Commission, in one of their letters. We still hope you can see fit to do something for us Mr. Parsons; but if not, we will have to ask for a federal investigation of the construction of this misnamed by pass.

Very Truly Yours
Carl Braathen

RECEIVED
OCT 24 1962
FOR FILE
Con

P

[illegible]
Klamath

477 Cottage Street, N.E.
Salem, Oregon

When replying, refer to
08-35.4-1

October 19, 1962

CONSTRUCTION DIVISION
RECEIVED
OCT 23 1962
NOTED- ☐ ☑ ☐ ☐ ☐
Ca Acd Ain COR

643
789

Mr. Carl Brasthen
3535 Quarry Street,
Klamath Falls, Oregon

Dear Mr. Brasthen:

Your letter dated September 27, 1962, concerning an access to Goli Avenue from Highway U.S. 97, was addressed to our Portland Regional office, but has been referred to this office for an answer. We regret the delay in answering your letter which was due to the time required for a review of the conditions existing at the site.

First we must make clear that the problems involved here concern a State highway under the jurisdiction of the Oregon Highway Commission. The fact that a numbered U.S. route is involved (U.S. 97) means only that it is part of a nation-wide numbering system that was devised mainly for the benefit of Interstate traffic, and has no connotation of Federal control. As a State highway on an approved Federal-aid highway system it is eligible for improvement with participating Federal-aid funds only if it meets certain eligibility criteria and if the Highway Commission elects to request such funds.

For the reasons given above you should continue to discuss the problem of access to Goli Avenue with the Oregon Highway Commission. However, in answer to your inquiry, it is our opinion that the intersection of Quarry Street and the proposed access, which would apparently require an additional crossing of the highway median about 370 feet southerly from the Quarry Street crossing, a crossing of the south-bound lanes of Highway U.S. 97 about 230 feet southerly of the Quarry Street crossing of these lanes, and a crossing of Quarry Street, all in a direct line with Goli Avenue, would be extremely hazardous.

When construction of the Quarry Street crossing of the highway is completed, we believe the left turn movement from the north-bound lane of U.S. 97 to Quarry Street will not be difficult because of the comparatively large turning area which will be provided. While such a traffic pattern will require a little additional travel for Goli Avenue bound traffic than would the proposed access, the greater degree of safety to all concerned traffic would in our opinion more than offset the slight inconvenience of the additional travel distance.

We do appreciate your concern that property owners along the highway northerly from Quarry Street seem to have been granted unrestricted access to the highway by reason of the transition of the new four-lane facility to the existing two-lane highway in that area. This transition is a temporary connection between the existing two-lane highway and the

NOTED
TOM EDWARDS

send copy to Edwards
Crandall WBK.

new north-bound lanes of the constructed four-lane portion of the highway. This situation will exist only until such time as funds are available to finance the extension of the north-bound lanes. Any extension of the north-bound lanes will, of course, affect the traffic pattern northerly from Quarry Street.

We must again emphasize that primarily this is a problem for the consideration of the Oregon Highway Commission, and it is urged that any further discussions be directed to that agency. We regret that we are unable to lend any assistance technically in the resolving of your problem, but hope that we have been able to describe clearly the reasons why we feel that we could not participate conscientiously in the introduction of hazards to traffic (which we believe to be the case in this instance) in the event our participation should be requested.

It is our firm conviction (and we hope that you will find it a plausible one) that when the presently planned construction is completed the people in your community will find that it is not too difficult with which to live.

Very truly yours,

A. W. Parsons
Division Engineer

RECEIVED
SEP 26 1962
FOR FILING

Cross Referenced To:
Adm
Petitions
Klamath Co

September 20, 1962

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

Dear Mr. Braathen:

On Friday, September 7, representatives of the State Highway Department met with you and discussed the matter of the left-turn movement from The Dalles-California Highway into Quarry Street and Coli Street, north of Klamath Falls.

As was explained, it is our belief that to change the design of the intersection to ease the left-turn movement would create a hazardous condition. It is also believed that when construction is completed, the left turn will be much less difficult than appears to be the case at the present time. For this reason it is not believed that the design should be changed.

You also brought to our attention the fact that southbound traffic on US97 was experiencing some difficulty in choosing the proper route to the city center. It was explained that it would not be possible to show "Klamath Falls City Center" via both Kit Karson Way and the West Side Bypass. However, we will install an additional sign bearing the message "KLAMATH FALLS - LAKEVIEW JCT 1/2 MILE".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift
W. O. Widdows
Reid Meritt
S. P. Jones

VPJ:pk jw

Klamath Falls, Oregon.
September 18th, 1962.

State Highway Department

Tom Edwards Ass't Engineer

Salem 10, Oregon.

Dear Sir:

I wish to acknowledge the receipt of your letter of August 23rd, 1962, concerning the entrance to Coli Street in the north Klamath Falls.

I am informed that your Engineers made an examination of the site on September 7th, and I am wondering whether or not you have reached a conclusion upon my request.

I would appreciate hearing from you.

Respectfully yours

Carl Braathen
3535 Quary St.
Klamath Falls, Oregon.

Carl Braathen

Answered
9-20-62
(Letters crossed in mail)

NOTED
TOM EDWARDS

RECEIVED
SEP 20 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-30X—80M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 13, 1962

SUBJECT: Request for Design Change
The Dalles-California Hwy. with Coli St.
North of Klamath Falls
US97 - Hwy. No. 4 - M.P. 272.57

To: F. B. Crandall
Traffic Engineer
OFFICE

Pursuant to the instructions contained in Mr. Edwards' letter of August 23, Mr. Reid Merritt, Resident Engineer, Mr. Paul Jones, DMS, and I met with Mr. Carl Braathen on the morning of Friday, September 7, and discussed with him his complaints about the design of the intersection of The Dalles-California Highway and Coli Street, north of the north interchange north of Klamath Falls. There is attached a copy of Mr. Meritt's report to Mr. Swift on this meeting.

Mr. Meritt's report covers the subject very well. Mr. Braathen's original thought was that by widening the intersection to the south for a distance of some 50 feet, the left turn movement from south to west would be easier and that the local people would be satisfied. We explained that in doing this it would be necessary to do some sort of channelization and we would still end up with a complicated crossing with resulting hazards.

If anything were to be done, it is suggested that it be done along the lines shown on the attached sketch. This would provide a roadway for the left turn movement which would be directly in line with Coli Street and Quarry Street west of the highway. Actually, when the work in this section is completed, it is not believed that the left turn will be overly difficult even thought it does involve somewhat of a cut back movement. At the present time, this intersection is under construction and the movement is much more difficult than it will be when the construction is completed.

At the present time there is very little development on Quarry Street east of the highway. If we were designing only for the present, the main intersection should care for the movement to and from the west with the movements to and from the east subordinated. However, as is mentioned by Mr. Meritt, there is considerable potential development on the east and setting up the main intersection for the west end only would create a very awkward situation insofar as entrance from the east is concerned.

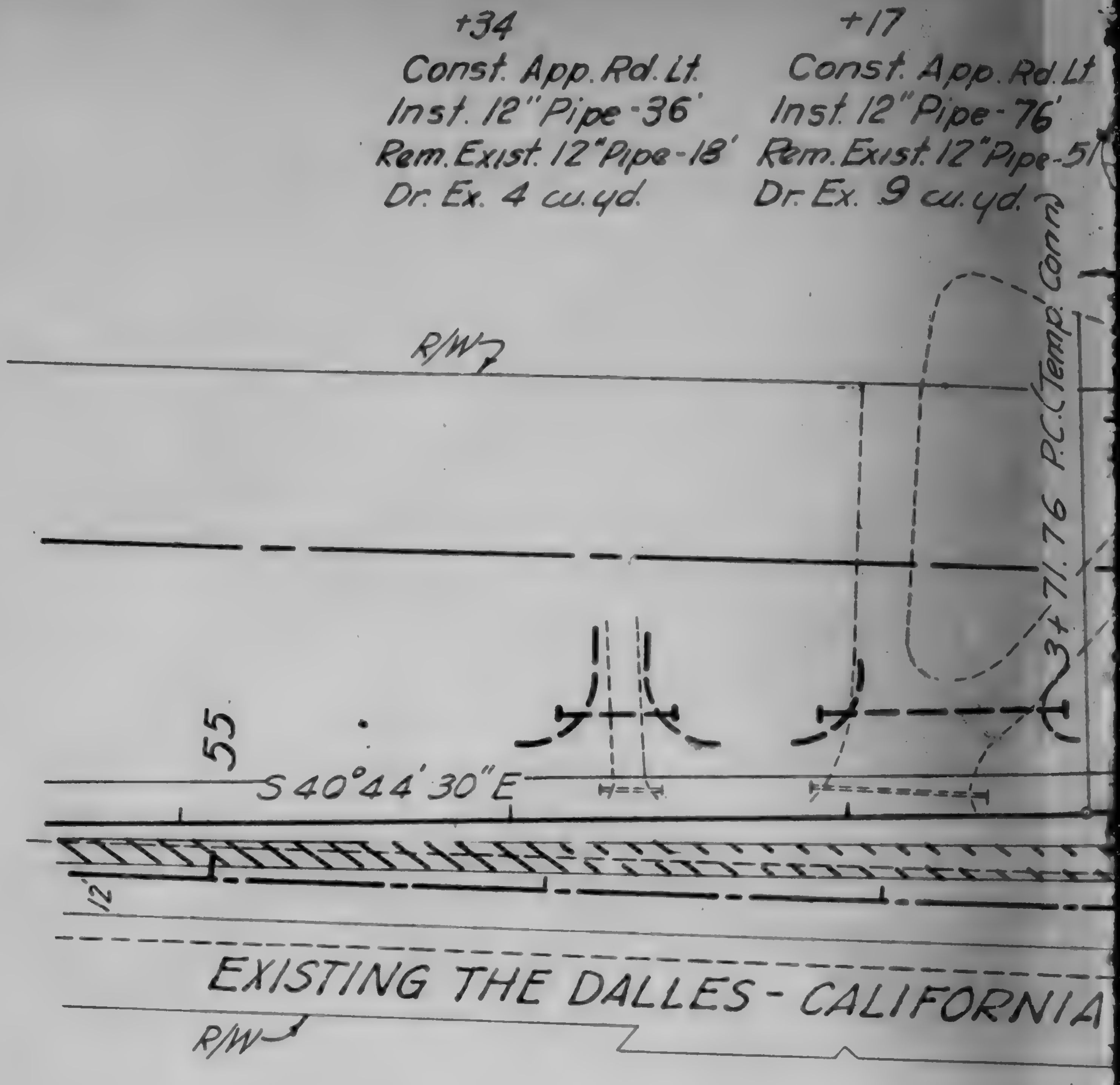
One other point brought up by Mr. Braathen was the fact that at the present time drivers southbound on US97 have considerable difficulty in choosing the proper route into the city. This is caused by construction activities and the fact that traffic is not on its final route. At the present time the easterly, or what will finally be the northbound route, is used for two-way traffic. Observation during the discussions revealed that there is some difficulty caused primarily it is believed by the fact that the advance sign is out at the one-mile point and that between the advance sign and the final split sign there is quite a stream of construction signs. Because of this it is suggested that a temporary one-half mile sign be installed.

There is attached a suggested draft to Mr. Braathen stating that it is our thought that the intersection should be left as it is at the present time.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment


+34
Const. App. Rd. Lt.
Inst. 12" Pipe - 36'
Rem. Exist. 12" Pipe - 18'
Dr. Ex. 4 cu. yd.
+17
Const. App. Rd. Lt.
Inst. 12" Pipe - 76'
Rem. Exist. 12" Pipe - 51
Dr. Ex. 9 cu. yd.
R/W
3+71.76 P.C. (Temp. Conn.
55
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12'
EXISTING THE DALLES - CALIFORNIA
R/W

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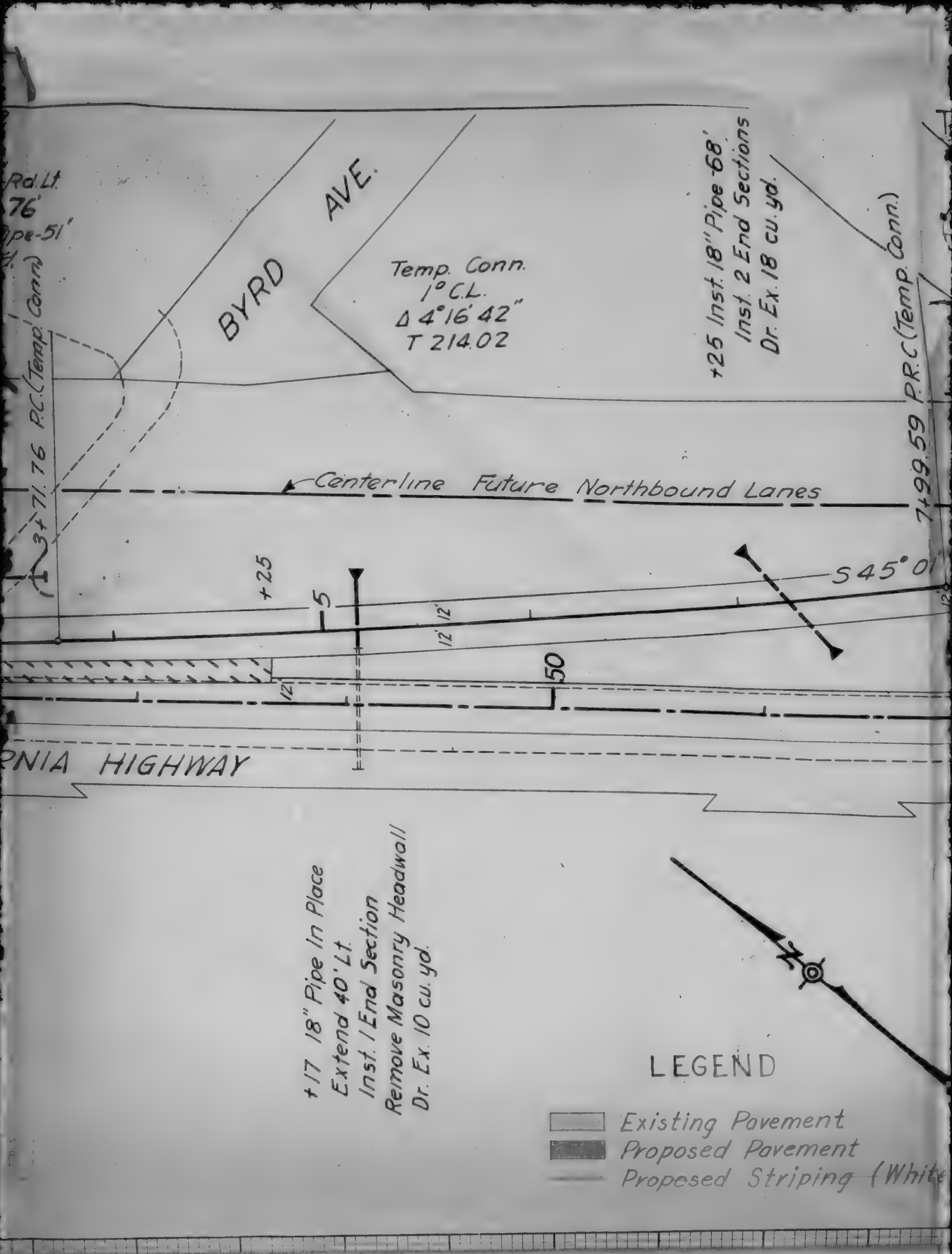
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T 214.02
+25 Inst. 18" Pipe-68'
Inst. 2 End Sections
Dr. Ex. 18 cu. yd.
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7+99.59 P.R.C (Temp. Conn.)
Centerline Future Northbound Lanes
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5
12' 12'
S 45° 01
50
12'
RNIA HIGHWAY
+17 18" Pipe In Place
Extend 40' Lt.
Inst. 1 End Section
Remove Masonry Headwall
Dr. Ex. 10 cu. yd.
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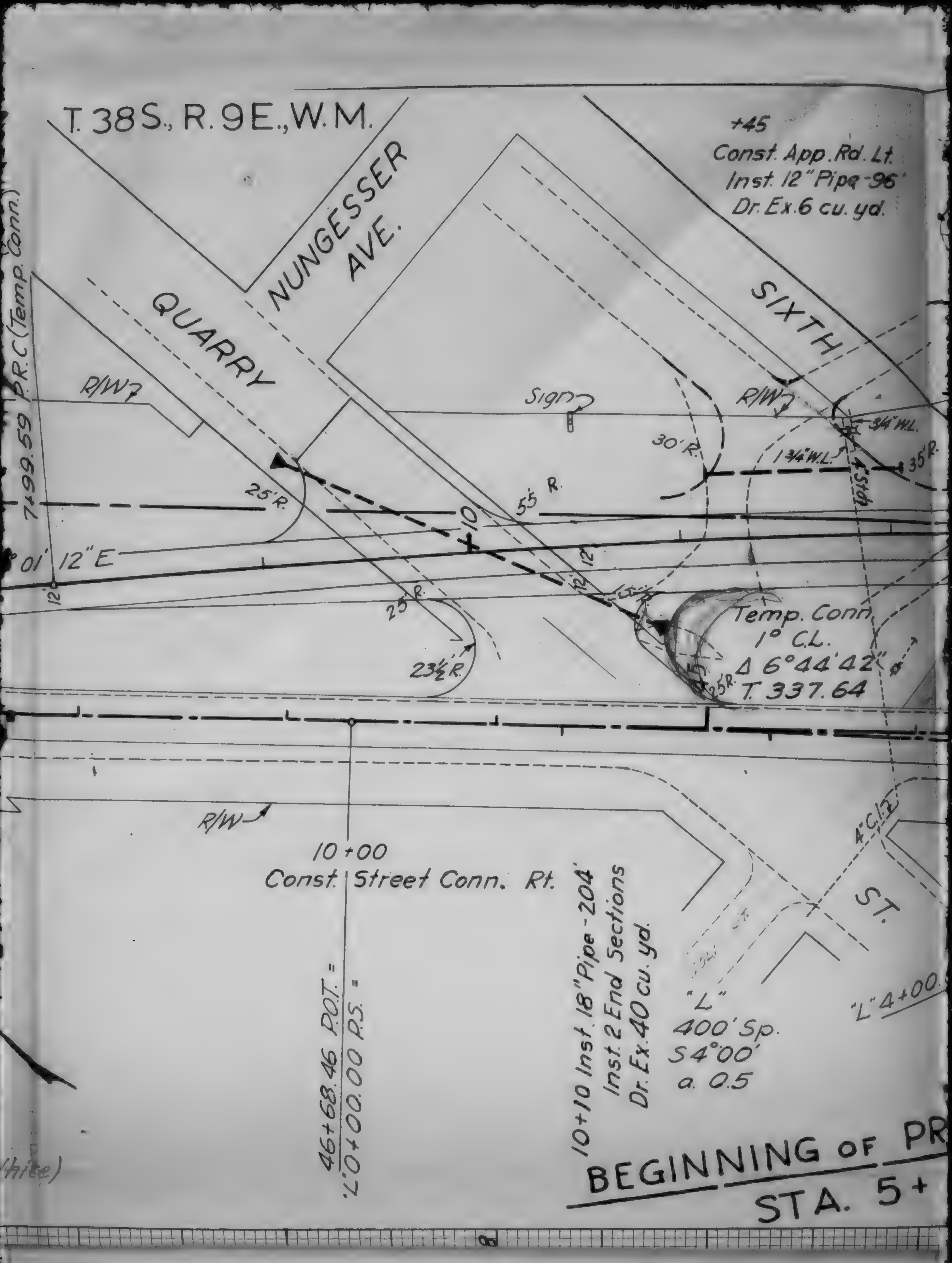
Proposed Pavement
Proposed Striping (White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QUARRY
SIXTH
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+45
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Inst. 12" Pipe-96'
Dr. Ex. 6 cu. yd.
7+99.59 P.R.C. (Temp. Conn.)
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55' R.
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T. 337.64
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10+10 Inst. 18" Pipe-204'
Inst. 2 End Sections
Dr. Ex. 40 cu. yd.
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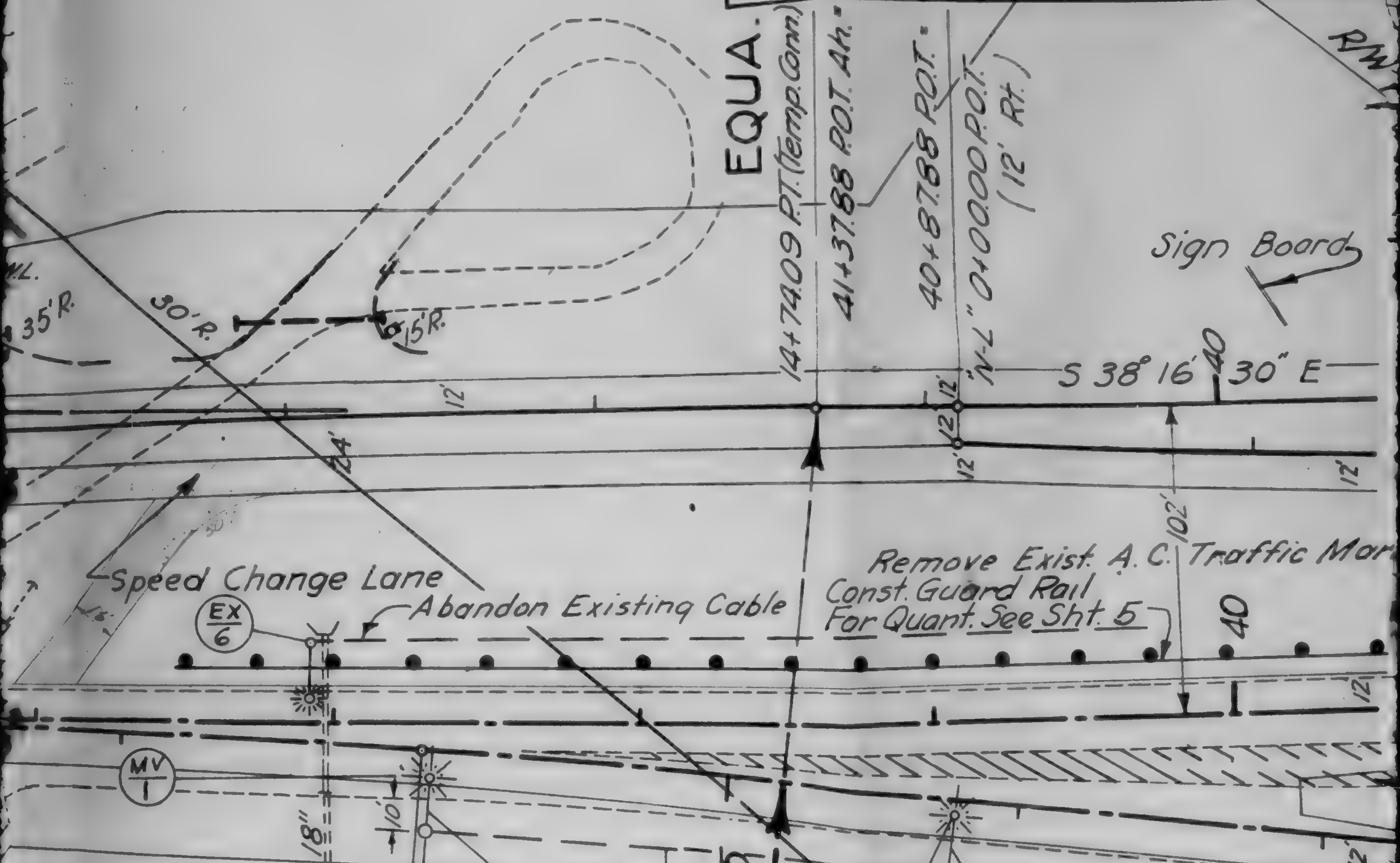
400' Sp.
S 4°00'
a. 0.5
4" C.I.
"L" 4+00.
BEGINNING OF PR
STA. 5+
(White)

N.KLAMATH FALLS INTERCHANGE SEC
THE DALLES-CALIFORNIA HWY.
KLAMATH COUNTY

FED.ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SHE
8	OREGON	U-205(11)		S In

SHE No 4

+10
Const. App. Rd. Lt.
Inst. 12" Pipe - 48'
Dr. Ex. 3 cu. yd.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41+37.88 P.O.T. Ah. =
40+87.88 P.O.T. =
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12'
12'
12'
24'
102'
35' R.
30' R.
15' R.
Speed Change Lane
Abandon Existing Cable
Remove Exist. A.C. Traffic Mar
Const. Guard Rail
For Quant. See Sht. 5
40
EX 6
MV 1
18"
10'
R/W
SL 17
B2 10
5 AVE.
MV 1
SL 17
B2 10
5+75
4+00
+00.00 P.S.S.
Sec. 19
Sec. 20
12'
12'

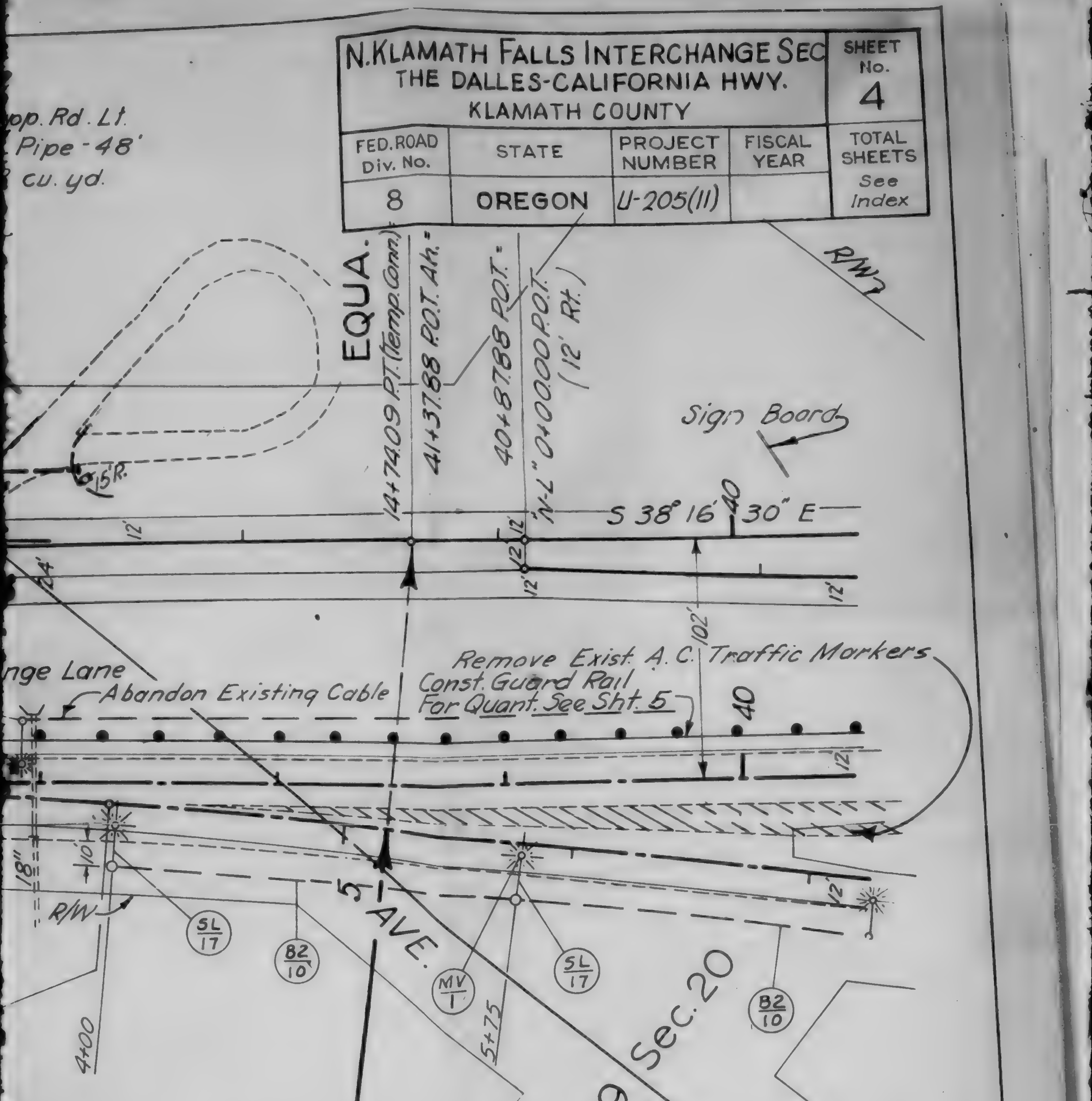
PROJECT U-205(11)

5 + 15

"L"
400' Sp.
S 4°00
a 0.5

39
91

N.KLAMATH FALLS INTERCHANGE SEC THE DALLES-CALIFORNIA HWY. KLAMATH COUNTY				SHEET No. 4
FED.ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-205(11)		See Index



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Remove Exist. A. C. Traffic Markers
Const. Guard Rail
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U-205(11)
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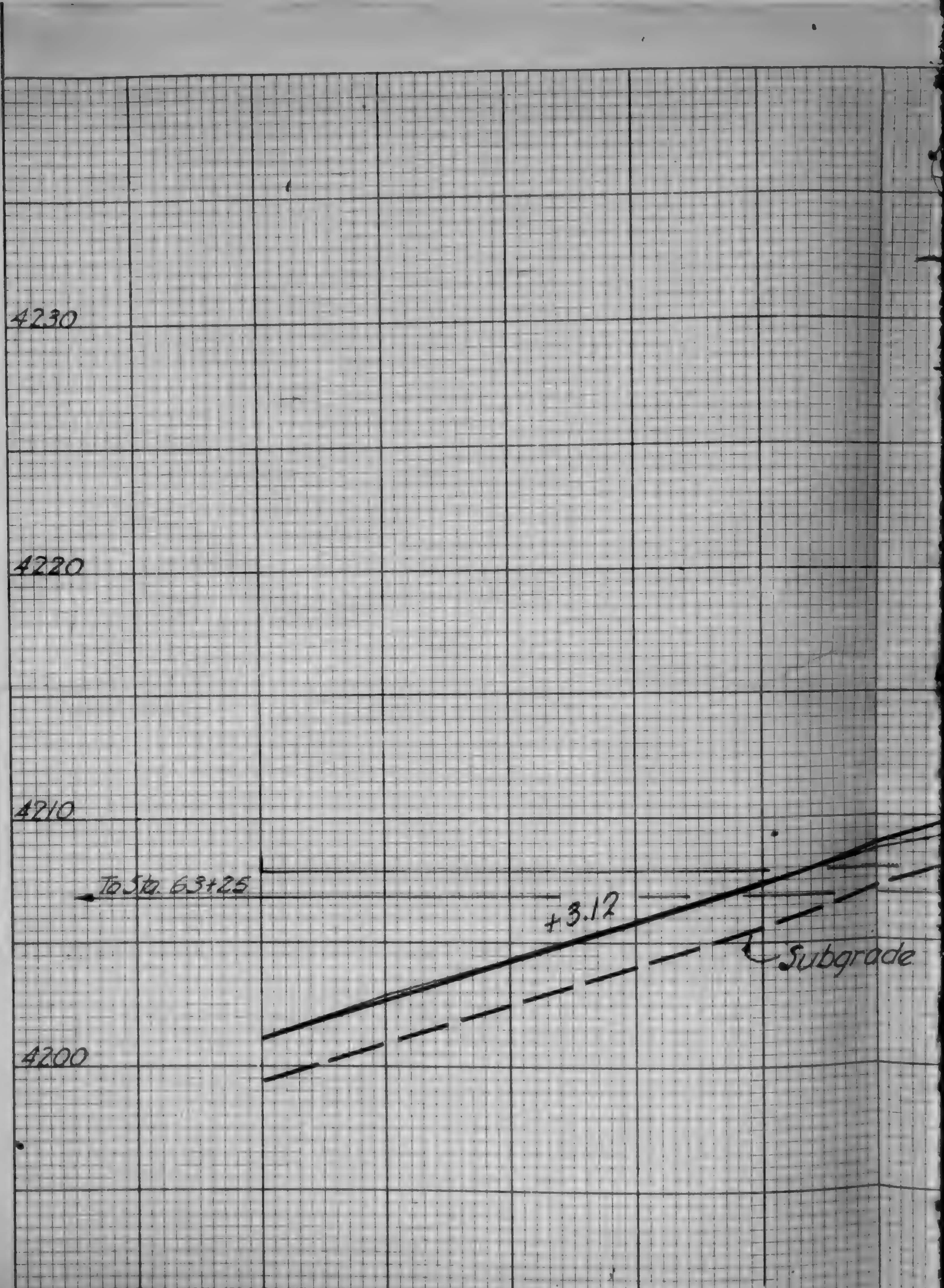
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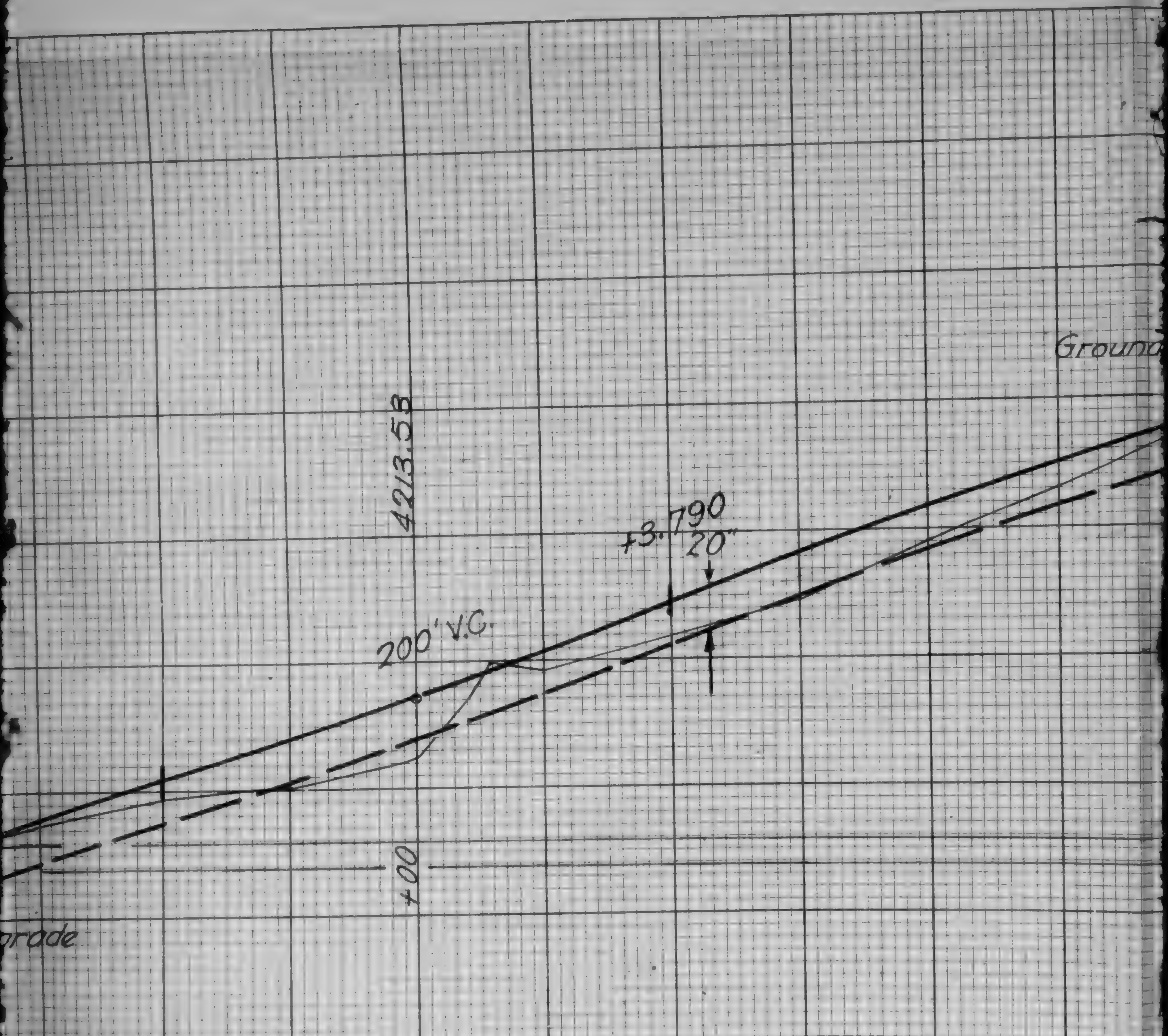
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200' V.C.
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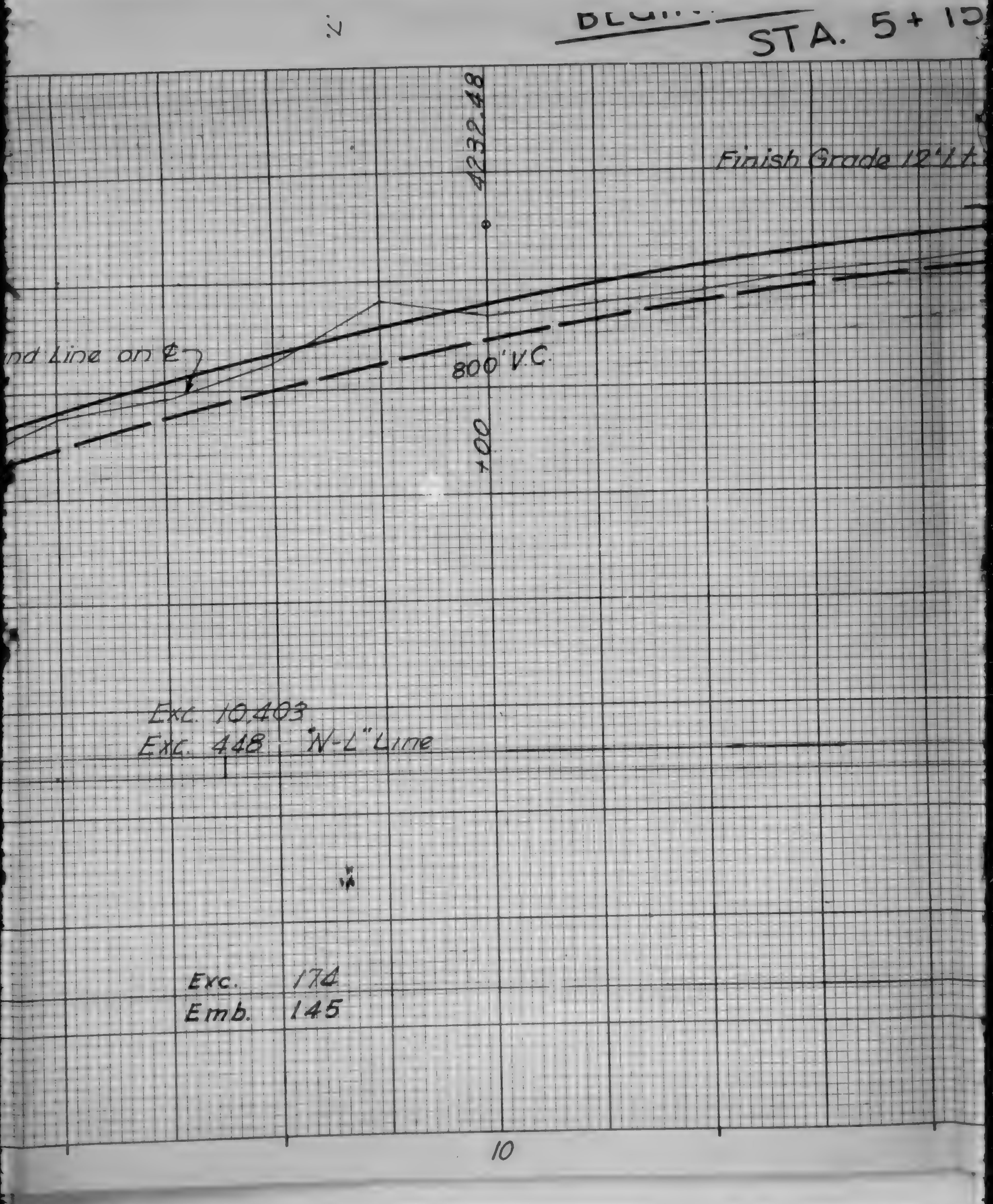
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Exc. 448 "N-L" Line
Exc. 174
Emb. 145
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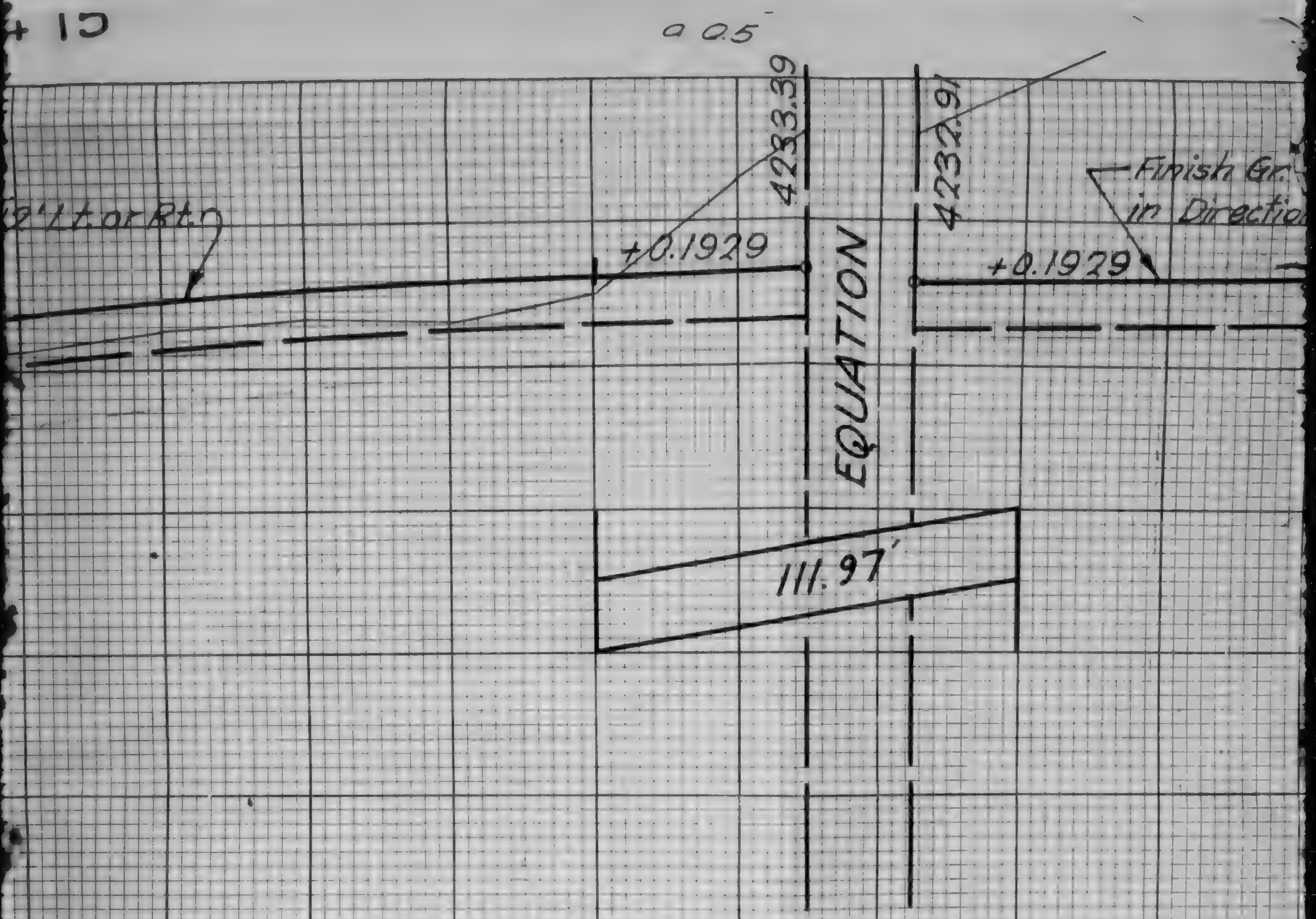
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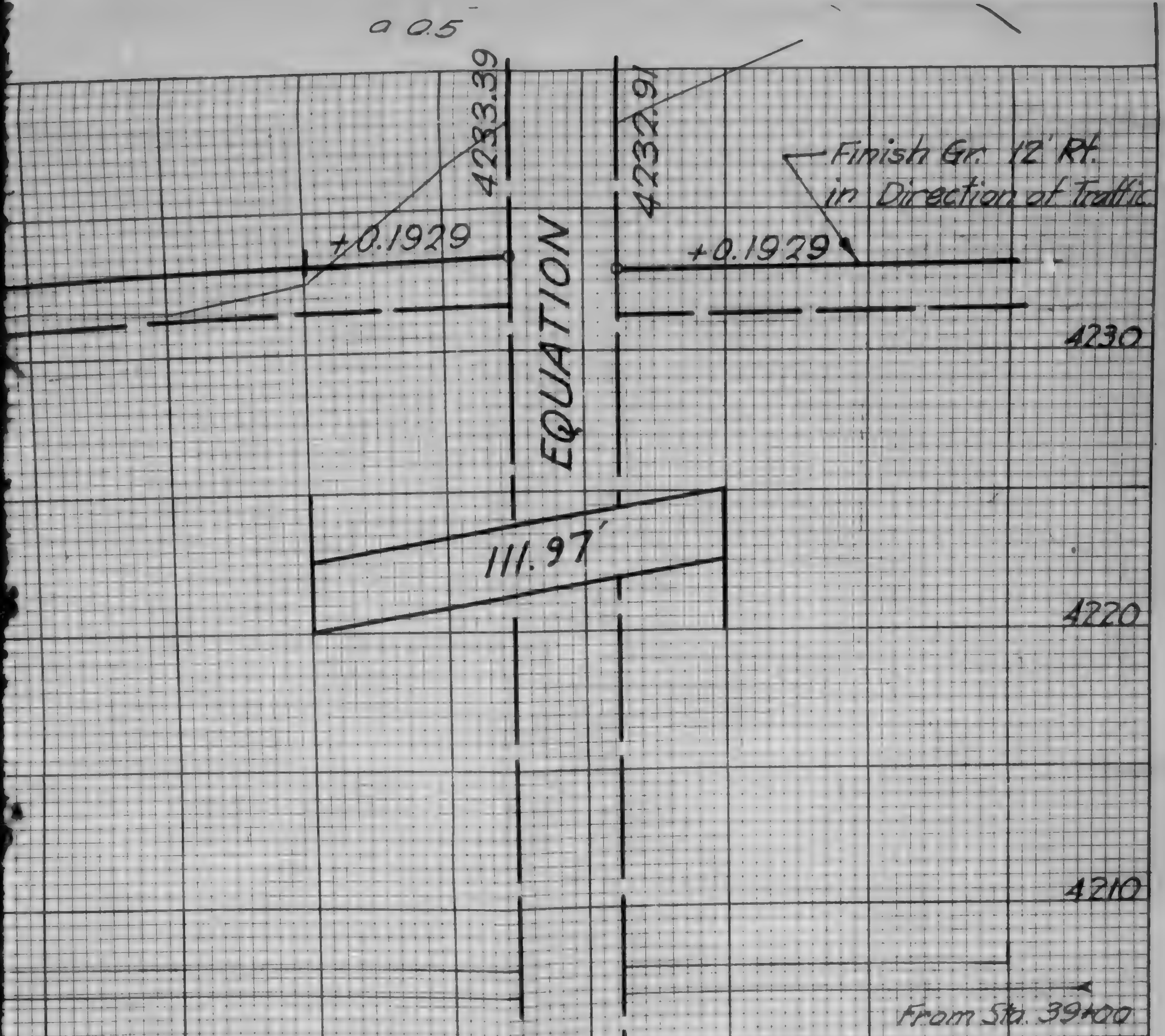
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FORM 2-303- 30M 54 046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
September 7, 1962

SUBJECT: North Klamath Falls Interchange
Meeting with Mr. Braathen

To: Mr. Dean Swift
Divisioh Engineer
Bend, Oregon

The scheduled meeting with Mr. Braathen, concerning Quarry St. crossing on the North Klamath Falls Interchange Section of The Dalles-California Highway, was held at 8:30 A.M. Friday, September 7, 1962. Participating in the meeting was Mr. Braathen, Mr. Paul Jones, Mr. Val Johnson and myself during the first part of the meeting.

Mr. Braathen requested the the designed Quarry St. crossing between north and south bound lanes of The Dalles-California Hwy. be either moved or widened southeasterly to facilitate movement of traffic to Quarry and Coli Sts. on the northwesterly side of highway. I believe it was the expressed opinion of all present, except Mr. Braathen, that such revisions would create added hazards within the crossing and no other plan for change of design of crossing was devised during meeting. Mr. Jones advises the Mr. Braathen was told by Mr. Johnson that he could see no immediate plan for revision of crossing but that he would report situation for study and final decision.

During the sourse of meeting Mr. Braathen contended that the merging of northbound traffic (T-C line on plans) at northwesterly end of project was moved to the south at the request of five individuals, meaning motels and service stations in vicinity of northwesterly end of project, and he felt some change should be made in Quarry St. crossing as requested by people whom he represented. I believe this is a misunderstanding on the part of Mr. Braathen. To my knowledge this was not the situation. Mr. Braathen had previously seen plans of survey for Pelican City-Henley Section of K. Falls-Malin Hwy. made in 1943 which did show such a mergence of traffic farther north and as I recall from previous conversation with Mr. Braathen it was mentioned that when and if divided highway was extended north these businesses would probably lose access to some traffic in one direction. I believe the reason for the present design in simply a matter of economics.

Mr. Johnson, Mr. Jones and myself discussed the possibility of moving the entire crossing southeasterly at the present time. This would satisfy Mr. Braathens request and possibly serve serve somewhat better at present time since Quarry St. northwesterly of hwy. carries greater volume of traffic at present time. However this area has practically no room for future development as does the area on the northerly side of highway. It is the general belief that this northerly side will develope rapidly in the near future because of the large amount of available area and the proximity of the new O.T.I. campus and the proposed hospital. It was agreed that such a change would only be a means of appeasement only and establish an undesireable design and create an additional problem for the future when it would develope that the crossing should be in line with Quarry St. as it is now designed. Such a move would also be cause for complaint from service station on westerly side of Quarry St. as it would not provide as good an access to northbound traffic.

Again, in conclusion, it was generally agreed by all, except Mr. Braathen, that a change in crossing would not be desireable and that the crossing as designed will not prove to be as bad when completed as now claimed by Mr. Braathen.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

cc: Mr. Val Johnson, Traffic Div.

RECEIVED
SEP 10 1962
TRAFFIC ENGINEERING

RECEIVED
AUG 29 1962
FOR FILING

Cross Referenced To:
Adm
Petitions
Klamath Co.

August 23, 1962

Mr. Carl Braathen
3535 Quary Street
Klamath Falls, Oregon

Dear Mr. Braathen:

Further reply is made to your letter of August 21, concerning the problem of entrance to Coli Street in north Klamath Falls.

Careful examination of the plans was made and the opening which you requested would, in our estimation, be more dangerous than that now existing. Your second letter indicates that a minor revision might improve the situation.

I am, by copy of this letter, requesting our Traffic Control Engineer and our Division Engineer to contact you at their early convenience and inspect the site to determine if minor change will grant the relief which you request. You will be hearing from them as soon as they can jointly schedule a trip to Klamath Falls.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

TE:jw

Tom Edwards
Assistant State Highway Engineer

cc F. B. Crandall)
Dean Swift)

NOTE: Please jointly contact (either yourselves or your designated representatives) Mr. Braathen and see if some minor adjustment could be made and give me a report.
TE

bc Forrest Cooper
G. S. Paxson

August 21st, 1962.

State Highway Department

Tom Edwards,

Assistant State Highway Engineer

Salem, 10, Oregon.

Dear Sir:

I wish to acknowledge the receipt of your letter of August 16th, 1962, concerning the requested entrance to Coli street from US 97 north of the North Klamath Falls Interchange.

I still feel that the needs of the residents of the two sub-divisions, who are signers of the petition, require some additional consideration. As you will recall, to satisfy only 5 property owners, the road further north of our requested chage was redesigned from a 4 lane to a 2 lane highway.

As the entrance is now constructed, the residents of these two sub-divisions are required to make almost a U turn to effectively enter the streets to their homes. Might I suggest that continuing the present fill between the two lanes southerly about 50 feet would give these residents a much less angle of entrance. This, at least, would considerably reduce the problem of an effective entrance.

Respectfully yours

Carl Braathen
3535 Quary St.
Klamath Falls, Oregon.

Carl Braathen

RECEIVED
AUG 23 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 7 1962
FOR FILING

Cross Referenced To:
Adm.
Petitions
Klamath County

August 16, 1962

Mr. Carl Braathen
3535 Quarry Street
Klamath Falls, Oregon

64

Dear Mr. Braathen:

This is in further regard to the recently submitted petition requesting an entrance to Coli Street from US97 north of the North Klamath Falls Interchange.

destroyed

Quarry Street crosses the highway, making it necessary to provide an intersection. If a connection to Coli Street were constructed across the median, hazards would be increased by reason of the driver attempting to cross into Coli Street having to watch not only for highway traffic but also for traffic from each direction on Quarry Street. In effect, due to the close proximity of the Coli and Quarry Street openings, a sort of "no man's land" would exist.

We therefore believe the hazards would be increased by implementation of your suggestion and that the installation be left in its present condition.

Very truly yours,

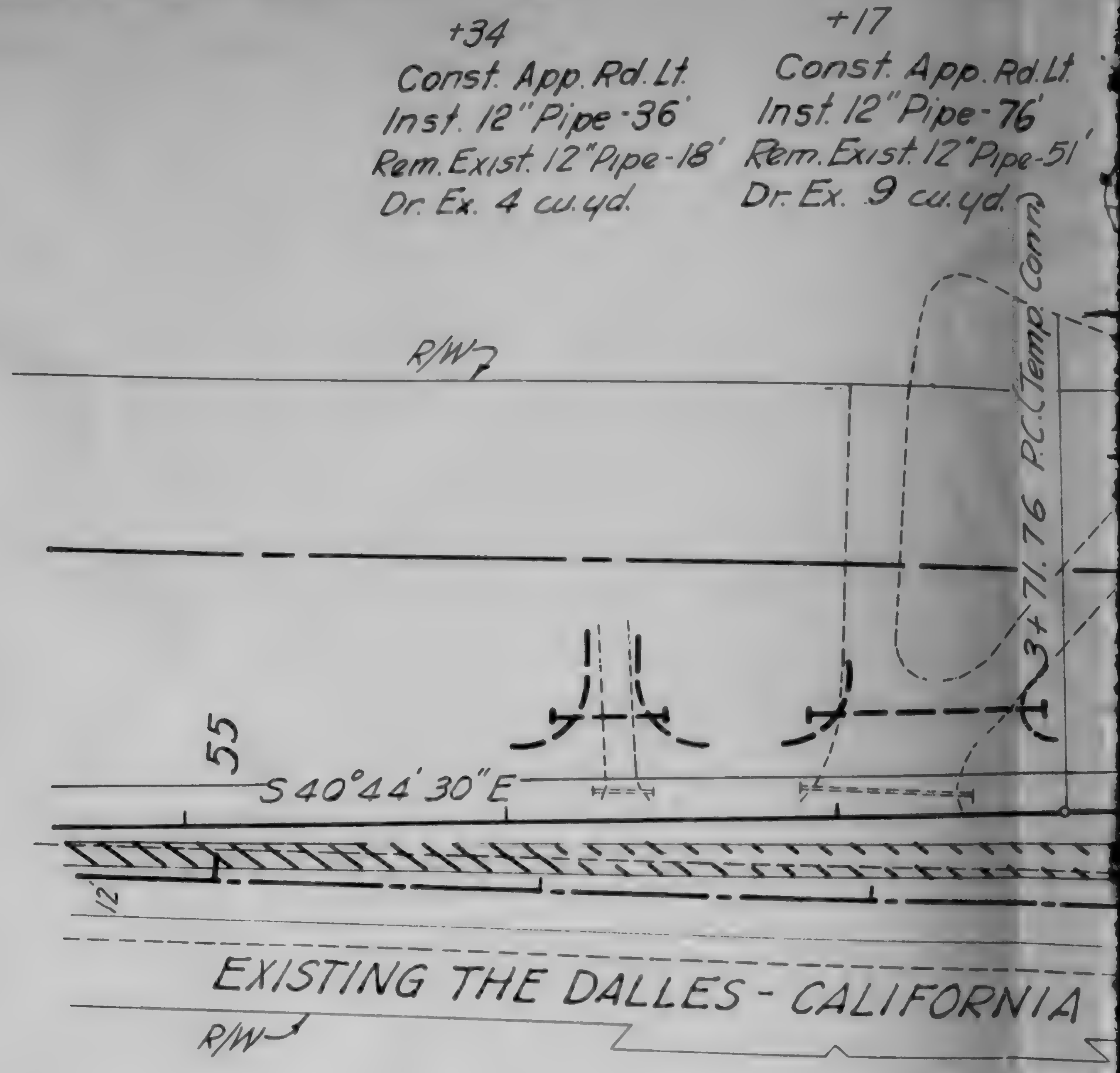
Forrest Cooper
State Highway Engineer

By

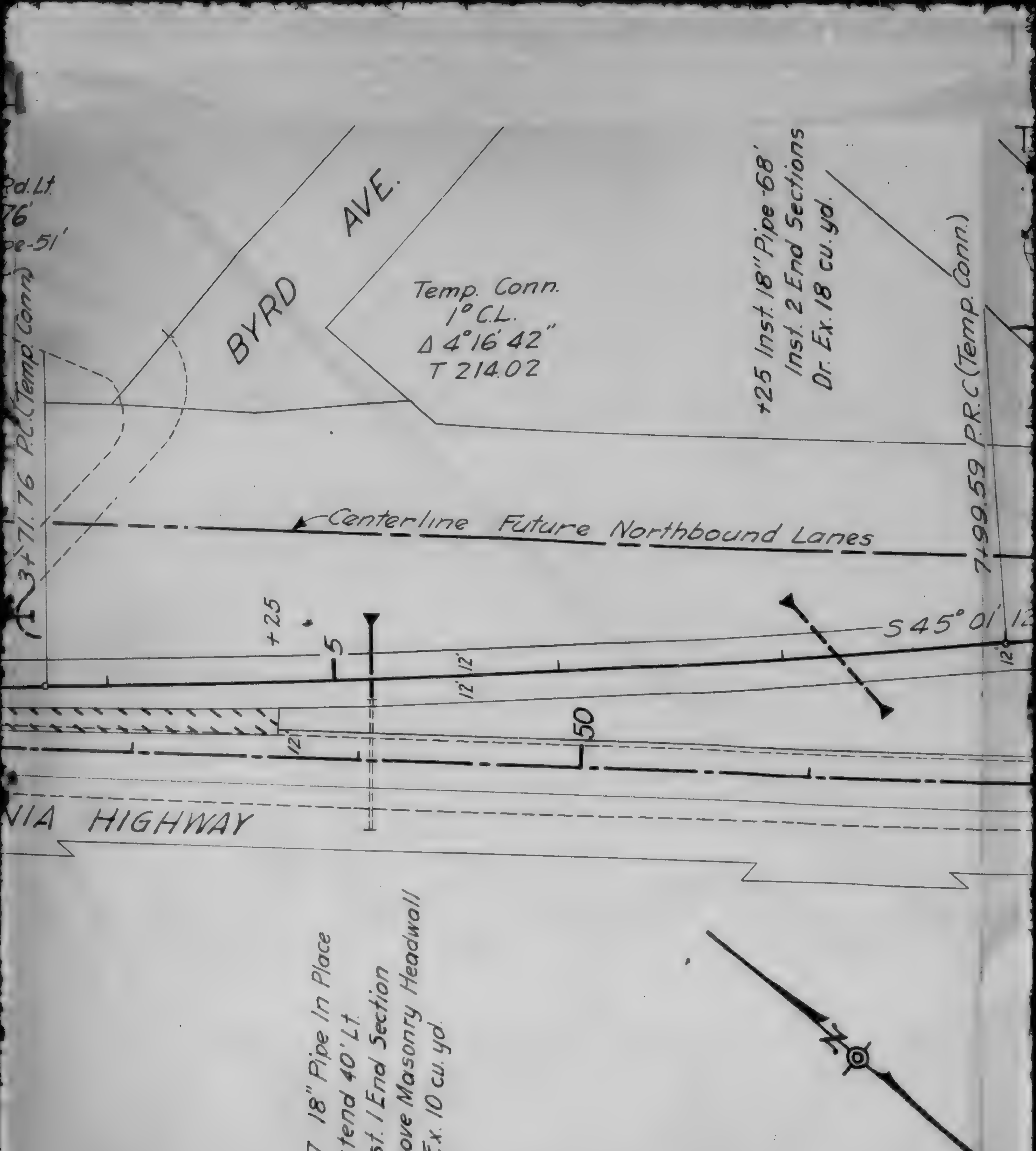
Tom Edwards
Assistant State Highway Engineer

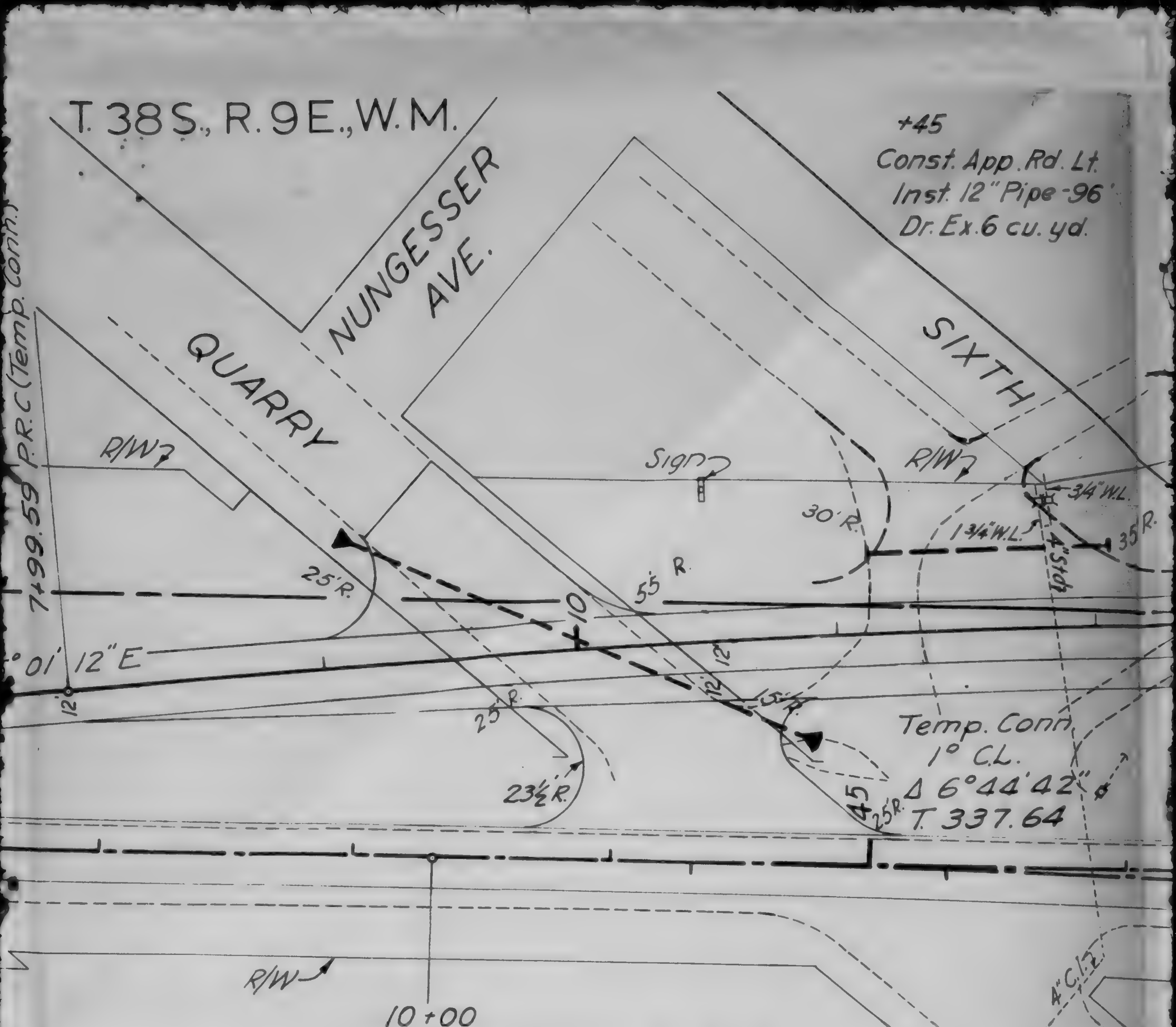
bc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift

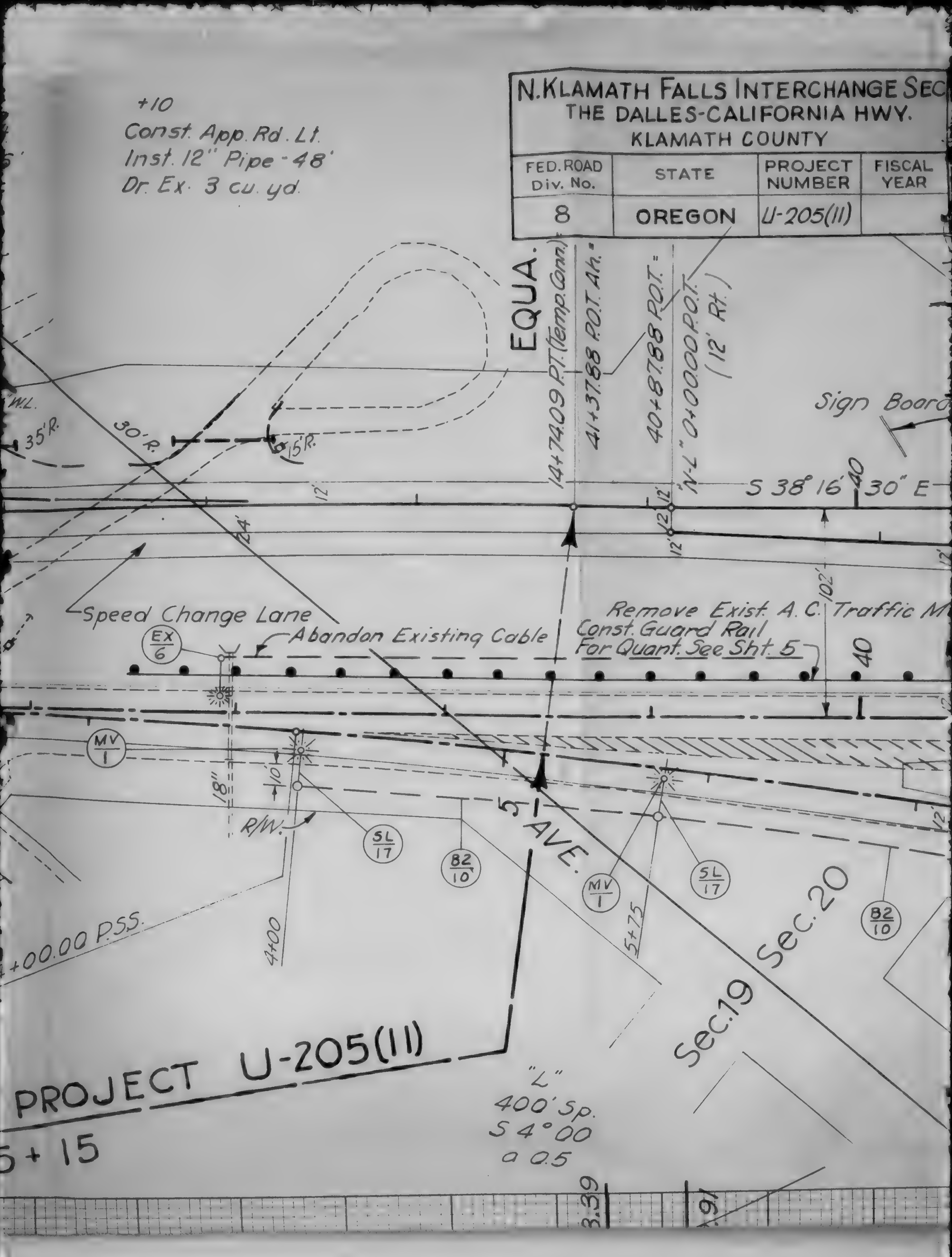
VPJ:pk/TE:jw


+34
Const. App. Rd. Lt.
Inst. 12" Pipe-36'
Rem. Exist. 12" Pipe-18'
Dr. Ex. 4 cu.yd.
+17
Const. App. Rd. Lt.
Inst. 12" Pipe-76'
Rem. Exist. 12" Pipe-51'
Dr. Ex. 9 cu.yd.
R/W
3+71.76 P.C. (Temp. Conn.)
55
S 40°44'30"E
12'
EXISTING THE DALLES - CALIFORNIA
R/W

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


Rd. Lt.
76'
pe-51'
3+71.76 P.C.(Temp. Conn.)
BYRD AVE.
Temp. Conn.
1° C.L.
Δ 4°16'42"
T 214.02
+25 Inst. 18" Pipe -68'
Inst. 2 End Sections
Dr. Ex. 18 cu. yd.
7+99.59 P.R.C (Temp. Conn.)
Centerline Future Northbound Lanes
S 45° 01' 12
+25
5
12' 12'
12'
12'
50
NIA HIGHWAY
+17 18" Pipe In Place
Extend 40' Lt.
Inst. 1 End Section
Remove Masonry Headwall
Dr. Ex. 10 cu. yd.
17


T. 38 S., R. 9 E., W. M.
NUNGESSER AVE.
QUARRY
SIXTH
7+99.59 P.R.C. (Temp. Conn.)
R/W
Sign
30' R.
R/W
3/4" W.L.
1 3/4" W.L.
4" Std.
35' R.
+45
Const. App. Rd. Lt.
Inst. 12" Pipe - 96'
Dr. Ex. 6 cu. yd.
25' R.
55' R.
10
°01' 12" E
12'
12'
12'
25' R.
23 1/2' R.
15' R.
45
25' R.
Temp. Conn.
1° C.L.
Δ 6°44'42"
T. 337.64
R/W
10+00
Const. Street Conn. Rt.
46+68.46 P.O.T. =
'L' 0+00.00 P.S. =
10+10 Inst. 18" Pipe - 204'
Inst. 2 End Sections
Dr. Ex. 40 cu. yd.
Coli St.
"L"
400' Sp.
S 4°00'
a. 0.5
ST.
4" C.I.
"L" 4+00.0
BEGINNING OF PR
STA. 5+
48

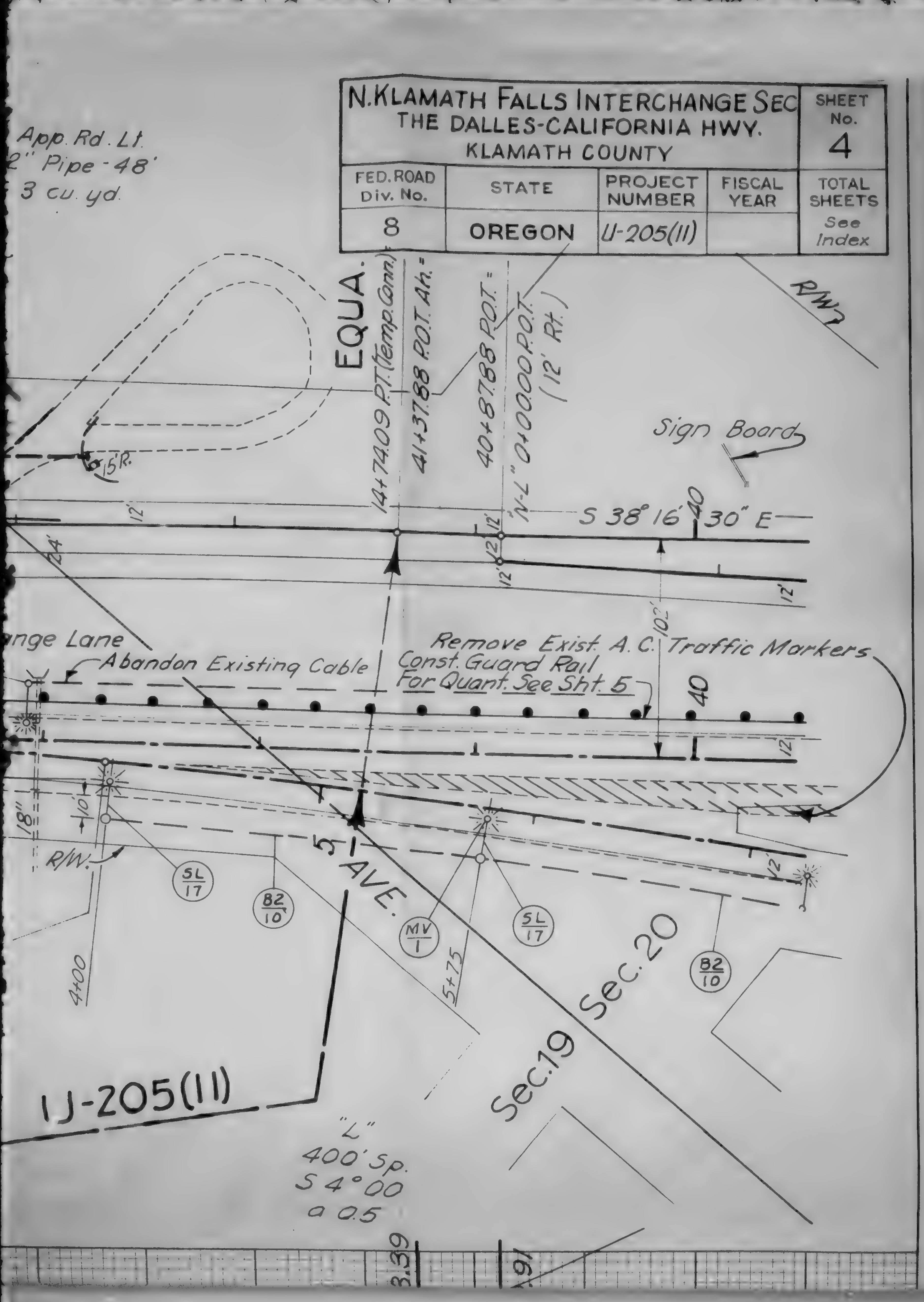


N. KLAMATH FALLS INTERCHANGE SEC
THE DALLES-CALIFORNIA HWY.
KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	U-205(11)	

+10
Const. App. Rd. Lt.
Inst. 12" Pipe - 48'
Dr. Ex. 3 cu. yd.
EQUA.
14+74.09 P.T. (Temp. Conn.)
41+37.88 P.O.T. Ah. =
40+87.88 P.O.T. =
"N-L" 0+00.00 P.O.T.
(12' Rt.)
Sign Board
W.L.
35' R.
30' R.
15' R.
4
12'
24'
S 38° 16' 40" 30" E
102'
Speed Change Lane
Remove Exist. A.C. Traffic M
Const. Guard Rail
For Quant. See Sht. 5
40
EX
6
Abandon Existing Cable
MV
1
18"
10'
R/W.
SL
17
B2
10
5 AVE.
MV
1
SL
17
B2
10
4+00
5+75
4+00.00 P.S.S.
Sec. 20
Sec. 19
PROJECT U-205(11)
5+15
"L"
400' Sp.
S 4° 00
a 0.5
3.39
.91

N.KLAMATH FALLS INTERCHANGE SEC THE DALLES-CALIFORNIA HWY. KLAMATH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-205(11)		See Index

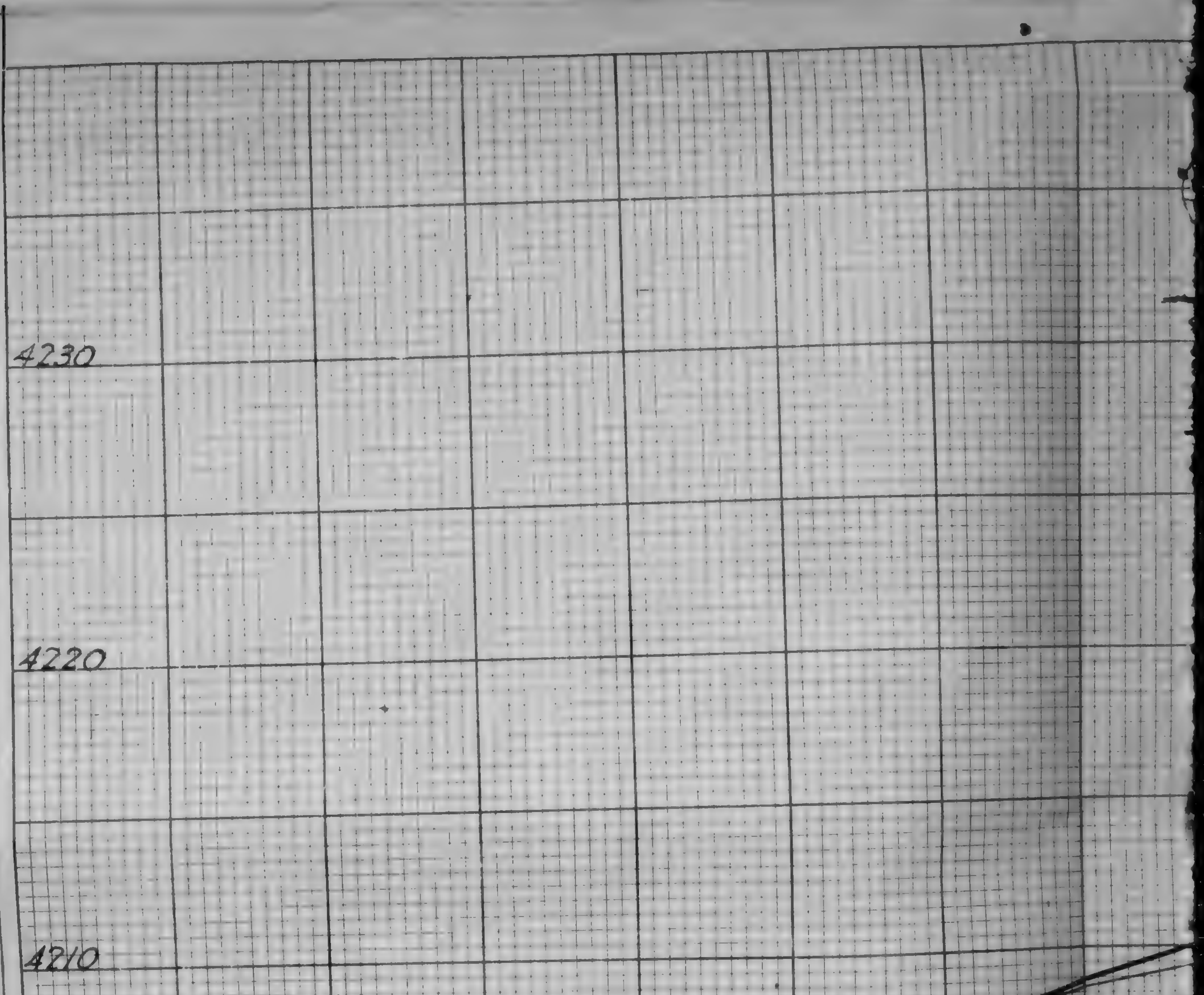

App. Rd. Lt.
2" Pipe - 48'
3 cu. yd.
EQUA.
14+74.09 P.T. (Temp. Conn.)
41+37.88 P.O.T. Ah. =
40+87.88 P.O.T. =
"N-L" 0+00.00 P.O.T.
(12' Rt.)
R/W
Sign Board
15'R.
12'
24'
S 38° 16' 30" E
40
102'
12'
nge Lane
Abandon Existing Cable
Remove Exist. A.C. Traffic Markers
Const. Guard Rail
For Quant. See Sht. 5
40
10'
18"
R/W.
SL 17
B2 10
5th AVE.
MV 1
SL 17
B2 10
4+00
5+75
Sec. 20
Sec. 19
U-205(11)
"L"
400' Sp.
S 4° 00
a 0.5
3.39
.91

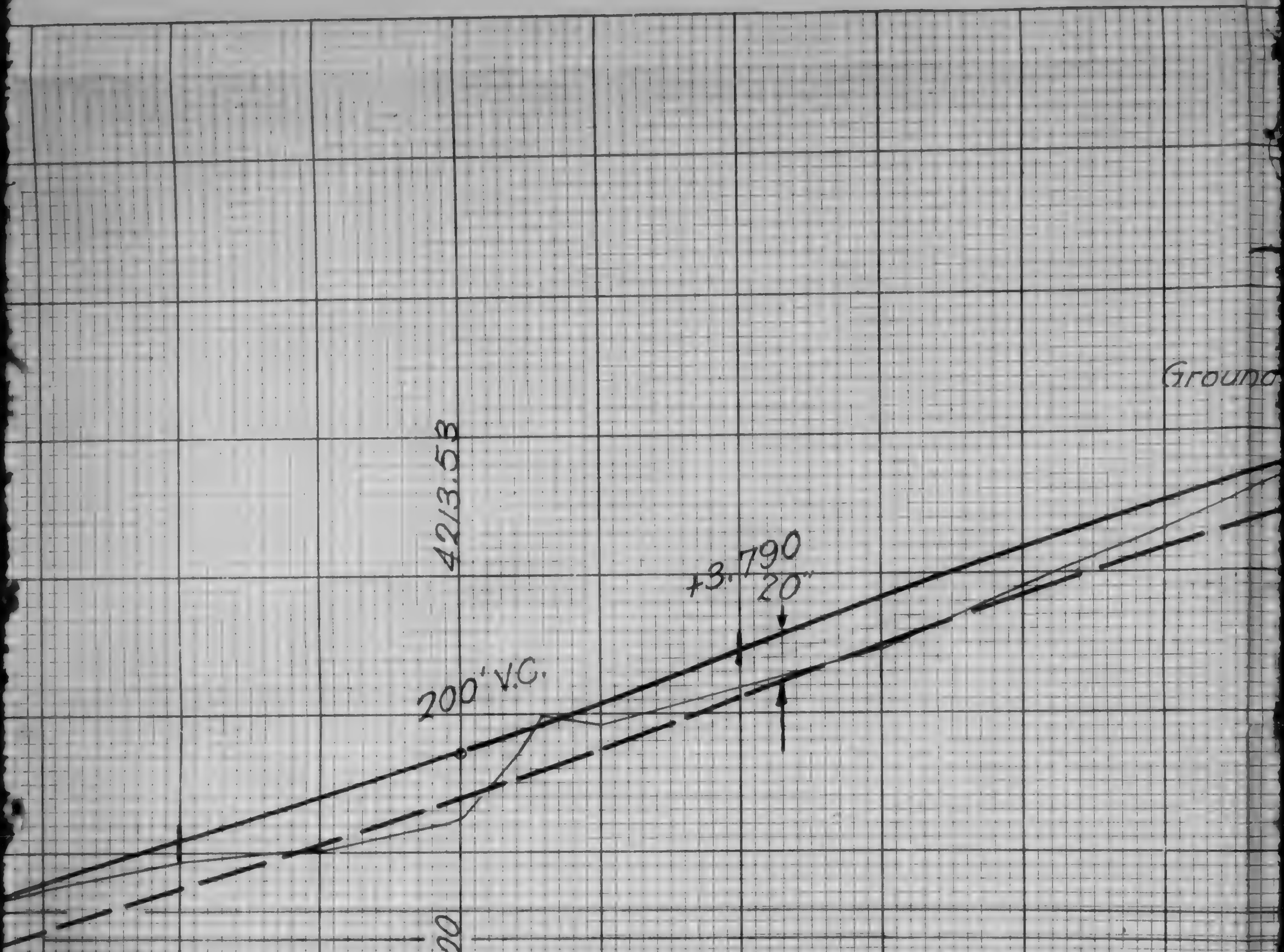
ORIGINAL SURVEY

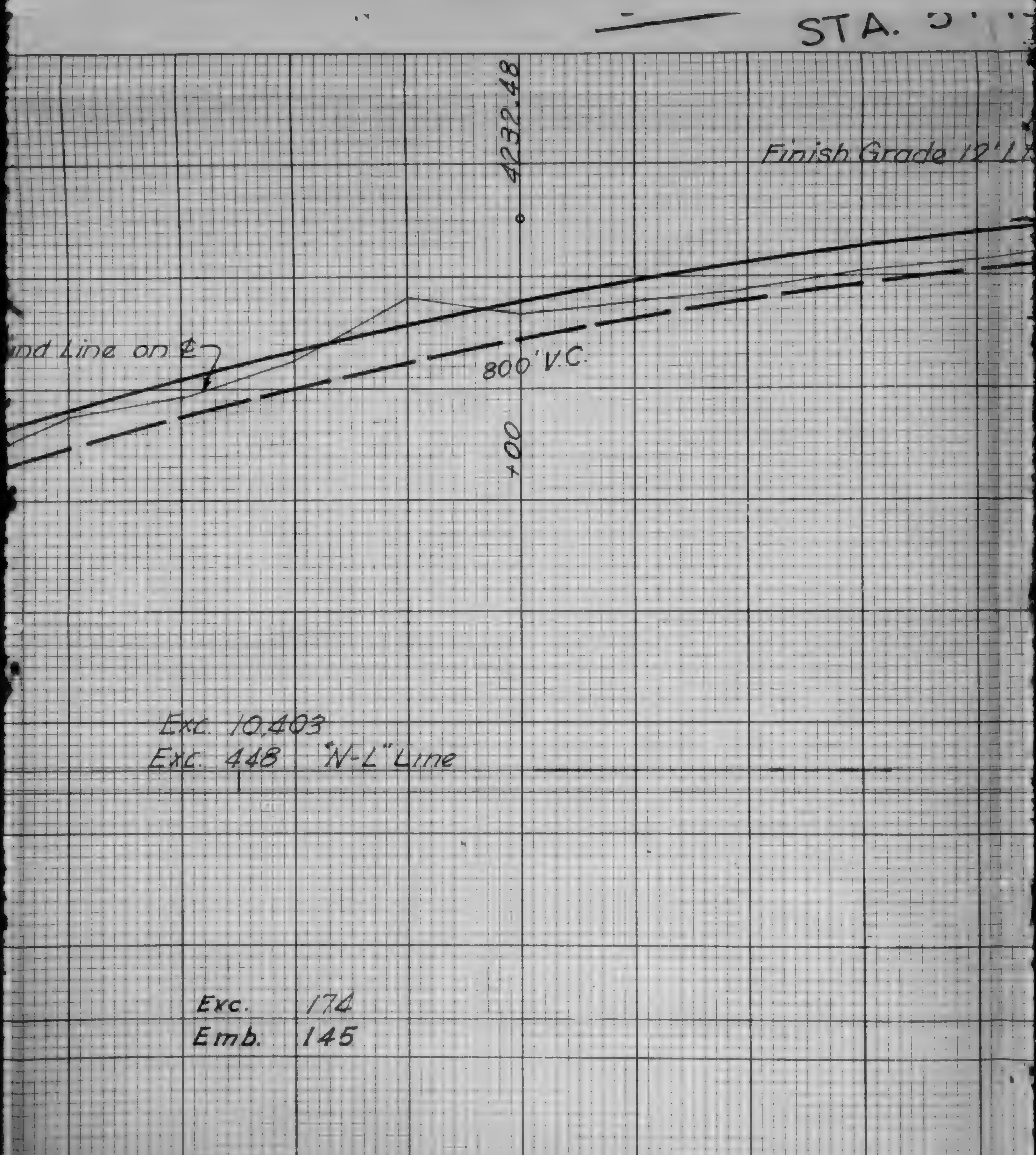
NOTE BOOK

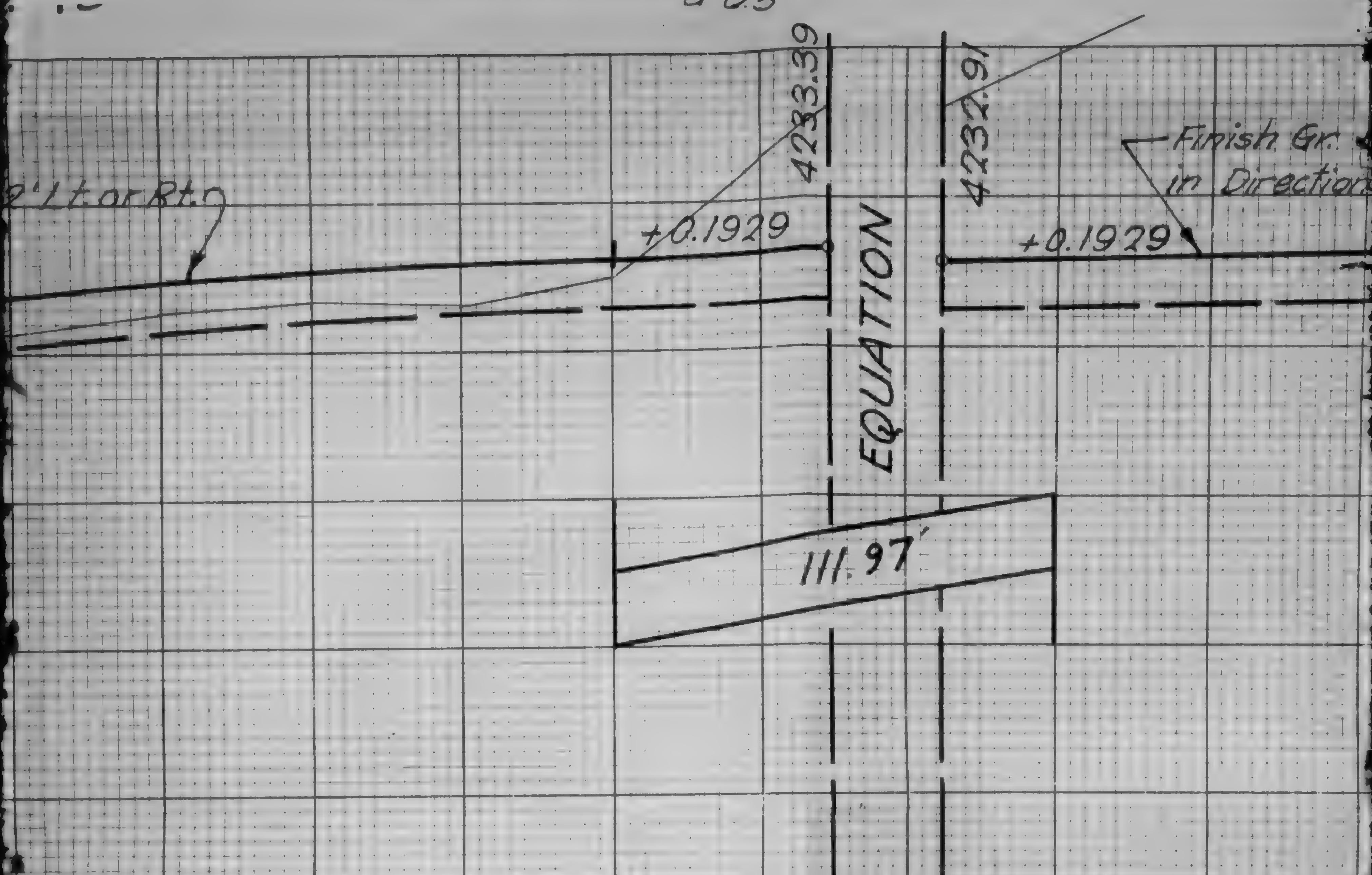
NO. ____

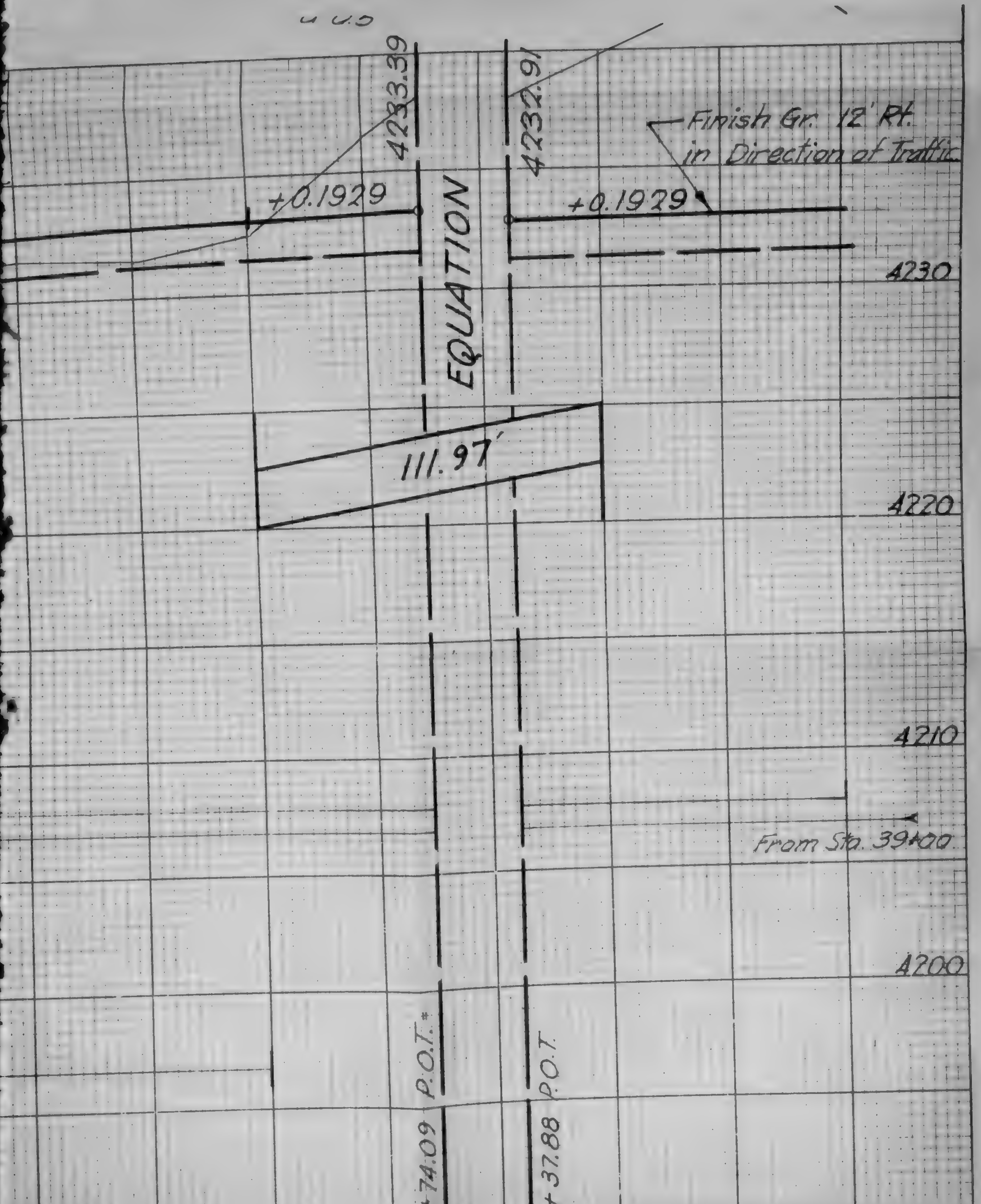
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		




Ground
42/3.53
+3.790
20"
200' V.C.
+00
grade
5


STA. 5
4232.48
Finish Grade 12' L
und Line on ℄
800' V.C.
+00
Exc. 10,403
Exc. 448 "N-L" Line
Exc. 174
Emb. 145
10


2' Lt. or Rt.
4233.39
+0.1929
EQUATION
4232.91
Finish Gr.
in Direction
+0.1929
111.97'
From St
P.O.T. =
+74.09
P.O.T.
+37.88
14
41
40


4233.39
4232.91
Finish Gr. 12' Rt. in Direction of Traffic
+0.1929
+0.1929
EQUATION
111.97'
4230
4220
4210
4200
From Sta. 39+00
P.O.T.*
P.O.T.
+74.09
+37.88
14
41
40

RECEIVED
OCT 16 1962
FOR FILING

October 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the North Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 6007, in connection with Federal Aid Project No. U-205(11).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. The amount is too small to be done by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $1,[illegible], with Federal participation of [illegible]%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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MAY 8 1962
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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
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WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

6007

May 4, 1962

C. G. Polk
Division Engineer
U.S. Bureau of Public Roads
477 Court Street
Salem, Oregon

Subject: North Klamath Falls Interchange
Section The Dalles-Calif. Hwy.
Asphaltic Concrete Aggregates
U-205(1)

Dear Sir:

In compliance with your decision as indicated in your letter of April 30, 1962 concerning the gradation of asphaltic concrete aggregates for subject project, action is being taken to insure that gradation specification requirements will be effected.

Very truly yours,

O A White
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. F.D. Morgan
Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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Y 8 1962

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60-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

SUBJECT: Asphaltic Concrete Aggregate
North Klamath Falls Interchange
Prefix 18-1094

To:

W. Reid Meritt
Resident Engineer
Box 1090
Klamath Falls, Oregon

Enclosed is a copy of the response from the Bureau of Public Roads to our request to alleviate the requirement of 2.0% #80 - #200 material in asphaltic concrete to be used on subject project.

The average of the samples of $\frac{1}{4}$ - 0 received indicates that we can come out with an average 1.9% #80 - #200 in the final product and a low of 1.7%. Any further juggling of the represented materials to obtain more #80 - #200 will cause other sizes to be over the permitted maximum. The simplest solution would be to add a fine natural sand. The exact quantity depending on its gradation.

It is suggested that you and the contractor attempt to locate a source of such sand. The gradation should be such that little or no material is retained on the #40 and as small an amount as possible passing the #200.

If you so desire, Frank Brown or myself can come down within the next two weeks with suitable equipment to test the material on the spot.

O A White
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. F. D. Morgan
Tom Edwards

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TOM EDWARDS

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 30, 1962

Attention: Mr. Morgan

C. G. Polk, Division Engineer
08-35.8-08 Salem, Oregon

Oregon Project U-205(11)
North Klamath Falls Interchange Section
The Dalles-California Highway

Reference is made to Mr. White's letter of April 26, 1962 to this office discussing the difficulty the contractor on the subject project is experiencing in meeting specified gradation requirements of asphaltic concrete aggregates, and requesting our approval of a modification of the specifications to permit use of the materials being produced. Mr. White indicates that excessive dust is produced if specifications are met between the No. 80 and No. 200 screens.

A contractor's difficulty or inability to meet gradation specifications is not considered, by this office, to be a justifiable basis on which to modify the specifications. Therefore, we are not approving your request.

It is suggested that either a different materials source be used for the A.C. aggregates or that the excess dust produced in the present source be removed at the paving plant during batching and mixing operations.

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 26, 1962

C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Subject: North Klamath Falls Interchange
Contract 6007, Prefix 18-1094
Asphaltic Concrete Aggregates

Dear Sir:

The contractor has been unable to meet the gradation specification in regard to the quantity of material passing the number 80 and retained on the number 200 sieves in the ¼ inch to 0 aggregate for subject project. The reasons for this inability would appear to be at least in part due to the insistence of the Materials Division and the Resident Engineer that all the natural fine material be rejected and that the manufactured dust be kept well below the top limit of the specifications. The quarry material is such that the decomposed natural fine material is unusable and the larger material tendsto produce excessive dust when the crusher is set to produce granular fines. Experience has indicated that there is no satisfactory natural sand to supplement the deficiency of #80 to #200 in the Klamath Falls area.

A mix design has been calculated on the basis of the average gradation of all samples received. This mix is indicated as mix A. It will be noted that there is a deficiency of 0.3 percent #80 to #200. Another mix, indicated as mix B, was calculated in which the #80 to #200 was raised well above the minimum requirement. Both these mixes were made up with varying quantities of asphalt and the peak of the stability curve was found to be between 4.5 and 5.0 percent asphalt. Test results on specimens of both mixes at 4.5 and 5.0 percent asphalt are:

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TOM EDWARDS

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TOM EDWARDS

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APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

% Ret. on Screen Size	Mix A		Mix B	
3/4	0.0	0.0	0.0	0.0
1/2	11.9	11.8	11.7	11.6
1/4	26.8	26.7	26.5	26.4
4	10.3	10.3	10.1	10.1
10	19.7	19.6	19.4	19.3
40	16.6	16.5	16.3	16.2
80	3.4	3.4	3.4	3.4
200	1.7	1.7	3.0	3.0
P	5.1	5.0	5.1	5.0
A.C.	4.5	5.0	4.5	5.0
Void Content, Percent	5.1	2.8	5.2	3.5
Stability Value	41	38	44	41
Cohesion Value	214	267	318	280

In view of the test results indicating entirely satisfactory pavement with thelow quantity of #80 to #200 it is requested that the requirement of 2.0% minimum #80 to #200 be lowered to 1.5% provided the total quantity of #10 - 0 be at least 25%.

Even though the cohesion for mix A at 4.5 percent asphalt is lower than that for the other mixes, it is well above the 150 p.s.i. considered satisfactory.

Very truly yours,

O. A. WHITE
Ass't. Engineer of Materials

OAW:ern

c.c. Tom Edwards
F. D. Morgan
W. R. Meritt

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APR 16 1962

FOR FILING

[illegible]

6007

April 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Revised covering directional signing during construction on the North Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 6007, in connection with Federal-aid Project No. U-305(11).

The original order for construction signing was approved by the BPR March 26, 1962. Since that time the estimate has been revised to meet the requirements of construction on the project.

This revised order will replace the original order No. 2 submitted and has been verbally approved by the District and Area engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP;;mmb

Enc.

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1962
FOR FIL

FORM CD-121
(9-22-59)

UNITED S GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 29, 1962

FROM 60 [illegible] C. C. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Project U-205(11)

Mr. Klaboe's letter, dated March 28, requested our concurrence in changes to the contract signing as outlined on T.E.D. drawing S-187.

This office concurs with your request, provided the work can be accomplished at contract unit prices.

Copies To
[illegible]
3-30-62

RECEIVED
MAR 23 1962

FOR FILING

6007

March 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the North Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 6007, in connection with Federal-Aid Project No. U-205(11).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. Tom Ness

Re: Power Line Adjustment
No. Klamath Falls Interchange Section
The Dalles-California Highway
Klamath County
Project No. U-205(11)

Gentlemen:

We refer to our letter of February 28, 1962, in which we state that you are authorized to proceed with the work as of September 15, 1962 on this project. This should read February 15, 1962. Please make this correction.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Constrution Engineer

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
Dean Swift
Reid Merritt
C. G. Polk
Pacific Power & Light Co.
Public Service Building
Portland 4, Oregon
Attn: R. H. Sallee

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MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 1, 1962

Pacific Power & Light Company
216 West Main Street
Medford, Oregon

Attention: Mr. Tom Ness

Re: Power Line Adjustment
No. Klamath Falls Interchange Section
The Dalles-California Highway
Klamath County
Project No. U-205(11)

Gentlemen:

Your estimate and sketch map for the adjustment of your facility on this project has been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of September 15, 1962. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $132.00 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
Dean Swift
Reid Merritt
C. G. Polk

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FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 26, 1962

Attention: Mr. L. H. Young

By:
M. E. Martin
District Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

CGPolk

SUBJECT: Utility Adjustment
Pacific Power & Light Co.
N. Klamath Falls Interchange Section
The Dalles-California Highway
Project U-205(11)

We hereby approve the agreement evidenced by the exchange of letters dated December 5, 1961 and February 9, 1962 between the State and the utility company. Reimbursement will be in the lump sum of $132.00.

Authorization to proceed with the work is granted as of February 15, 1962. Approval is subject to the provisions of PPM 30-4.

Young

FEB 27 1962

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FEB 16 1962
FOR FILING

[illegible]

February 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

N. Klamath Falls Interchange Sec.
The Dalles-California Highway
Klamath County
Project No. U-205(11)

Herewith are the following data covering adjustments of the Pacific Power & Light Company's power lines in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain of the required adjustments.

2. Two copies of the Company's estimate for adjusting the facilities, on firm cost basis.

3. Two copies of the sketch prepared by the Company showing the reimburseable portion of the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above, with reimbursement to be on lump sum basis, and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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1962
FORM E-30X—50M—6-61—30882

FOR FILING
6007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: No. Klamath Falls Interchange Sec.
The Dalles-California Highway
No. 4 (US 97)
Contract No. 6007

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

The attached copy of letter dated January 26, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By G L Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

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B 1 1962
FORM E-30X 50M 7-59 22128
FOR FILING

6007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 26, 1962

SUBJECT: Signing Revision
North Klamath Falls Interchange Section
The Dalles-California Highway No. 4 (US97)
Contract #6007

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the type "R" route markers, which are used on porcelain aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractor's plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is anticipated that there will be no increase in cost due to this change.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:mgm
cc: Tom Edwards
Attachments

NOTED
TOM EDWARDS

RECEIVED
EB 15 1962
FOR FILING

FORM E-30 50M 11-61 40230

6007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1962

SUBJECT:

To:

MEMO TO THE FILE

Mr. George C. Flitcraft, State Representative from Klamath County, was in my office on Friday, January 19th at 1 P.M. in behalf of motel operators at the north end of the North Klamath Interchange project. These people are worried about the painted jiggle bars that are to be placed in front of these places of business.

I advised Mr. Flitcraft that within the next 60 days somebody, possibly myself, would be in Klamath Falls and would contact him and the people involved and work out a plan to alleviate the matter of complaint as best possible, still getting enough pavement markers to properly safeguard the traffic.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
R. L. Porter
F. B. Crandall
F. D. Morgan
Dean Swift

RECEIVED
JAN 22 1962
FOR FILING

[illegible]

6007

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

FORM E-123

January 19, 1962

Asphalt Paving Co.,
Kizer Equipment Co.,
Ray Kizer Const. Co.,
350 Spring Street
Klamath Falls, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6007, awarded December 8, 1961, for grading-paving-structure-signing on the N. Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JAN 10 1962
FOR FILING
6667

January 10, 1962

Mr. George T. Callison, Manager
Klamath County Chamber of Commerce
Klamath Falls, Oregon

Dear Mr. Callison:

Reference is made to a letter you recently addressed to the Highway Commission and which had to do with access to five business establishments in the north part of your city.

The contract plans for the North Klamath Falls interchange, while showing some traffic control devises, specifically exclude these things as part of the contract. It is contemplated that this work will be done by state forces after the completion of the paving and will consist almost entirely of painted lines and stripes on the wearing surface.

You may be assured that the Highway Department will do everything possible to provide reasonable means of access to the motels and service station that is in line with safe highway design.

Very truly yours,

Forrest Cooper
State Highway Engineer

BY

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan
Dean Swift

To F. B. Crandall Date 12/15/61

Ltr 12/8 from Geo. T. Callison, Mgr., Klamath County regarding safe left turn arrangement for five businesses (Richfield Service Station, La Vista Motor Lodge, Blackburn Motel, Zigler Motel & North Entrance Motel) located where north & southbound lanes merge into two-way traffic at North K. Falls Interchange on The Dalles-Cal Hwy. Also attached is Mr. Query's acknowledgement.

Please give me a report and rough draft of a reply.

B/U 12/22/61 Signed Edwards
jw

PLEASE REPLY HERE

To Date

Signed

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

RECEIVED
DEC 13 1961
FOR FILING

December 12, 1961

Klamath County Chamber of Commerce
Klamath Falls, Oregon

Attention Mr. George T. Callison, Manager

Dear Sir:

This is to acknowledge your letter of December 8 calling attention to the lack of provision for left turns in the north Klamath Falls Interchange section of The Dalles-California Highway.

Your letter mentions that several business establishments in this area might suffer loss of business unless the plans are revised.

Copies of your letter are being forwarded to the members of the State Highway Commission for their information and to the State Highway Engineer for such investigation and action as may be required.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kp

cc Commissioners
Mr. Forrest Cooper

REFERRED TO 12/13
Johnson
BY TRAFFIC ENGINEER

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
December 11, 1961

SUBJECT:

To:

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

I am enclosing a letter addressed to Mr. Reid Meritt, Resident Engineer at Klamath Falls, which takes exception to the cutting off of traffic from one lane of travel to several business establishments located on the extreme north end of the North Klamath Falls Interchange.

I would suggest the painted traffic markers be terminated at Station 55+40 and a left turn hideout for south bound cars be painted at Station 53, with a short deceleration lane. I also suggest that the approach road left of Station 52 be not constructed and the connection to Byrd Avenue be left as it is at present, which is as shown by a dotted line on the construction plans.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. F. D. Morgan
Mr. W. Reid Meritt

NOTED
ASS'T ... ENGR

RECEIVED
DEC 12 1961
TRAFFIC ENGINEERING

Klamath County Chamber of Commerce
Klamath Falls, Oregon
December 8, 1961

Oregon State Highway Commission
133 State Highway Building
Salem, Oregon

Gentlemen:

After careful study of plans for the North Klamath Falls Interchange of The Dalles-California Highway, the Roads & Highways Committee of the Klamath County Chamber of Commerce called to the attention of our Board of Directors what appears to be a serious problem.

According to present plans, a number of roadside businesses located where north and south-bound lanes of traffic are merged into two-way traffic could suffer drastic loss of business because no left turns would be permitted into their establishments. Those so affected are a Richfield Service Station, La Vista Motor Lodge, Blackburn Motel, Zigler Motel, and the North Entrance Motel.

Because of this apparent undue restriction of business for the above named concerns, the Klamath County Chamber of Commerce respectfully requests the Commission's consideration of some revision of the plans to provide safe left turns into these five business establishments.

The Board would appreciate your comments, at your earliest convenience, on this matter and wishes to assue the Commission that, if desired, the resources of the Chamber are available for working out an equitable solution to the problem.

Sincerely,

George T. Callison

George T. Callison
Manager

GTC:blt

RECEIVED
DEC 11 1961
OREGON
STATE HIGHWAY COMMISSION

December 2, 1961

Mr. W Reid Meritt

In regards to construction of the North End of the West side bypass: In 1948 when I purchased the property at the corner of Hy 97 north and Byrd Street I was assured by Mr. J. M. Baker, owner of the land and Mr Tom Edwards, resident engineer, that the intersection of Quarry St and Byrd St were to remain open.

The recent survey in our area seemed to change the plans for the highway as we supposed they were to be. After our visit to your office we understand there are no plans for the intersection at Byrd Street, nor any arrangements for any of the five businesses in this area to have entrance to the right and left lanes of traffic.

I have little doubt that the five businesses in this area will suffer about a 50% loss. I'm hoping it is not the policy of the State of Oregon to ruin a business, but to encourage and support it.

I would like to suggest the Byrd Street intersection be left open as agreed and the plans for the painted lines or raised asphalt bars be left out, allowing left turns for north and south bound traffic.

I hope this will receive your immediate attention. It is very important to all of us.

Thank you

Mrs E W Zigler.
Zigler Motel
Rt 3 Box 660
Klamath Falls
Oregon

RECEIVED
DEC 12 1961
TRAFFIC ENGINEERING

RECEIVED
JAN 8 1962
FOR FILING

6007

January 5, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 26, 1961, on Contract No. 6007, North Klamath Falls Interchange Section, in Klamath County, in connection with Federal Aid Project No. U-205(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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JAN 4 1962
FOR FILING

6007

January 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Klamath Falls Interchange Section of The Dalles-California Highway in Klamath County, Contract No. 6007, in connection with Federal Aid Project No. U-205(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 16 1962
FOR FILING

6007

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
December 19, 1961

Agenda Item 4-n-1

Throughway Agreement
North Klamath Falls Interchange
The Dalles-California Highway
City of Klamath Falls & Klamath County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Klamath County and the City of Klamath Falls covering the closure and relocation of El Dorado Boulevard on The Dalles-California Highway in the City of Klamath Falls and Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Klamath County Court and the City of Klamath Falls.

Secretary

rn
Attach: 1

RECEIVED
DEC 19 1961
FOR FILING

December 19, 1961

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of an agreement between the City of Klamath Falls and Klamath County providing for closure and relocation of El Dorado Boulevard on The Dalles-California Highway in the City of Klamath Falls and Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
DEC 19 1961
FOR FILING

December 19, 1961

Virginia E. Seed
Deputy City Recorder
City Hall
Klamath Falls, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Klamath Falls a fully executed copy of an agreement between the State Highway Commission, the City of Klamath Falls and Klamath County covering closure and relocation of El Dorado Boulevard on The Dalles-California Highway in the City of Klamath Falls and Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

9

RECEIVED
[illegible] 1961
FOR FILING

FORM CD-127
(9-22-59)

UNITED S GOVERNMENT

Memorandum

EPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 8, 1961

6007

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project U-205(11)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6007 for Oregon Project U-205(11), North Klamath Falls Interchange Section of The Dalles-California Highway, to Asphalt Paving Co., Kizer Equipment Co. and Ray Kizer Construction Co. of Klamath Falls, Oregon, low bidder in the amount of $474,676.35 at the December 6, 1961 bid opening.

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DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible]

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NOV 24 1961
FOR FILING

MEMO TO FILES, 11/21/61

RE: North Klamath Falls Interchange Agreement

This A.M. Vic Wolfe called re the agreement between the City of Klamath Falls, Klamath County, and the State covering the North Klamath Falls Interchange. I took the agreement down to his office and he informed me that the City refused to sign the agreement because of the R/W clause in paragraph 5 under THINGS TO BE DONE BY CITY which reads as follows: "City shall acquire any right-of-way which may be required for the project in addition to that already acquired by State." It was the intent of this paragraph that the City would be responsible only for the acquisition of R/W on that portion of relocated El Dorado Boulevard where the construction is to be done by the County. We checked with Walt Wright and from the R/W map it appears that the County already owns the R/W needed for relocating El Dorado Boulevard and as the County is going to turn El Dorado Boulevard over to the City for use as a city street it would be possible to strike paragraph 5 from the agreement.

Vic Wolfe, Si Cox, and I then talked to Leonard Lindas and after explaining the situation to him, Lindas decided that said paragraph 5 did not have to be a part of the agreement and could be deleted therefrom with the Mayor and Recorder initialling the deletion.

I then called Robert Kyle, City Manager of Klamath Falls, and told him that it was OK with the Highway Department to line out paragraph 5 in the agreement. He said he would do this immediately and have the Mayor and Recorder initial paragraph 5 and sign the agreement. He further said that he will personally deliver the agreement to the Klamath County Court who have indicated they will sign the agreement on Wednesday, November 22. Mr. Kyle will then mail the agreements and they should be received by the middle of next week.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: Forrest Cooper ✓
L. I. Lindas
Victor Wolfe

RECEIVED
[illegible] 17 1961
FOR FILING

477 Cottage St. NE
Salem, Oregon

November 14, 1961

Mr. W. G. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-205(11), North Klamath Falls Interchange Section, The Dalles - California Highway

We have approved, as of this date, the P. S. and E. documents for the Oregon Project U-205(11), North Klamath Falls Interchange Section of the The Dalles-California Highway - Grading, Paving and Structure.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Distr:
1cc: Region
Washington

Porter

RECEIVED
13 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 13, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
North Klamath Falls
Interchange Section
Proposed Bid Opening
December 6, 1961

Dear Sir:

All rights of way or rights of entry have been obtained as of this date, except for the following files:

File No. 33914	Bradford	$ 2,270
No. 33919	Rush	34,200
		$36,470

A final negotiating contact will be made with both of these absentee owners on Thursday, November 16. Legal letters of offer have been forwarded to the owners; and we are prepared to complete a filing by Monday, November 20.

The taking on one property is a very minor sliver of land; on the other property, a taking in the entirety. We are of the opinion that additional time is not helpful and recommend your authorization to proceed with the opening of bids.

Attached is a copy of the Utilities Status Report, as presented by the Construction Division.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

RECEIVED
11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Attachment
cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. L. I. Lindas

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NOV 10 1961
FOR FILING

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[illegible]

November 10, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E
Salem, Oregon

Dear Sir:

In reply to your letter of October 10, I am attaching a copy each of Sheets 5 and 6 of the plans for the proposed North Klamath Falls Interchange.

As you will note on Sheet No. 5, the proposed C-L line has been redesigned and a stop condition is now planned as suggested in your letter. Sheet No. 6 shows the redesigned intersection between El Dorado Boulevard, Beihn Street and the access to the proposed Oregon Technical Institute location.

Mr. Gerald Attig of our Department discussed this situation with members of your staff who have indicated they would approve the C-L line as shown on the attached plan Sheet No. 5. I am also attaching our standard interchange design layout of the North Klamath Falls Interchange for your official approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

FORM CD-121

RECEIVED

FOR

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. G. Williams
State Highway Engineer
Salem, Oregon

DATE: October 10, 1961

FROM : C. G. Polk, Division Engineer
08-35.2-DB Salem, Oregon

ME Martin
By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon U-205(11), N. Klamath Falls Interchange

Your letter of September 11, 1961 again requested our approval of the additional ramp at the North Klamath Falls Interchange. You state that the major cost factor involved will be for the additional surfacing since most of the fill required will come from excess materials.

Our objections to this particular ramp is caused by the traffic hazard created by its introduction. A weaving area of four hundred feet in length is created between this ramp and the next street to the south. If traffic using this ramp is going to be required to stop before entering the main route into Klamath Falls business district, the flat angle of intersection would make it very difficult to observe traffic approaching from the north.

Since the reconstruction of the intersection of Beihn and El Dorado Boulevard has been given the approval of the Highway Commission, it is suggested that this whole area be restudied in an effort to arrive at a plan that will safely and adequately serve the area. One possibility that would remove some of the hazard presented would be to bring this proposed leg into the crossroad at right angles. This would intersect the crossroad approximately at Station 31+50.

This office will be most willing to consider a design that includes this ramp provided safe operations can be assured.

RECEIVED
OCT 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP 11 1961
FOR FILING

September 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

This is in reply to your letter of July 5 in which you deny the additional connection requested on the North Klamath Falls Interchange. This connection, which would allow northbound traffic on the bypass to turn southward on the existing highway, will carry quite a considerable volume of traffic in the near future.

In 1958, when our previous design which did not include this ramp was approved, we did not believe that this connection would be necessary. The situation has changed since that time in that the Oregon Technical Institute is in the process of being relocated just to the northeast of El Dorado Boulevard. The Oregon State Highway Commission has approved the reconstruction of the intersection of Beihn and El Dorado Boulevard in order to accommodate the additional traffic generated. The easiest way for traffic destined to the Oregon Technical Institute area will be by way of this additional ramp. There is also quite a residential development along El Dorado Boulevard which would use this proposed connection.

The construction costs involved for the additional ramp amounts to just the additional surfacing required for the connection. There are approximately 200,000 yards of excess material on this project and a portion of this material can be wasted in the area occupied by the proposed ramp.

In view of the fact that the local people concur with our idea that this ramp is necessary, I am requesting that you approve the inclusion of the additional ramp in the North Klamath Falls Interchange project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jk fn

FORM [illegible] 21
(9-22

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St., N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 5, 1961

FROM : C. G. Polk, Division Engineer
08-35.2
Salem, Oregon

By: D M Emrich
D. M. Emrich,
Acting Division Engineer

SUBJECT: U-205 (--) North Klamath Falls Interchange

The design of the North Klamath Falls Channelization was approved in April, 1958. We have recently received a print of this channelization which indicates that a ramp has been added connecting the by-pass to the existing Dalles - California Highway. This connection would be for the benefit of traffic heading northbound on the by-pass and desiring to turn southward on the existing highway. This connection will serve a very minor volume of traffic.

The addition of this ramp will create operational problems at the ramp terminal.

We do not feel that it is necessary to provide for this move when a complete interchange has been provided at Nevada Avenue; therefore, we are withholding our approval of this additional connection. Should the ultimate development of this connection ever demand that provision be made for this move, we will be most willing to consider an appropriate design at that time.

Ted ie - what HO.

CONSTRUCTION DIVISION
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JUL 6 1961
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Attig
Prepare Rld reply

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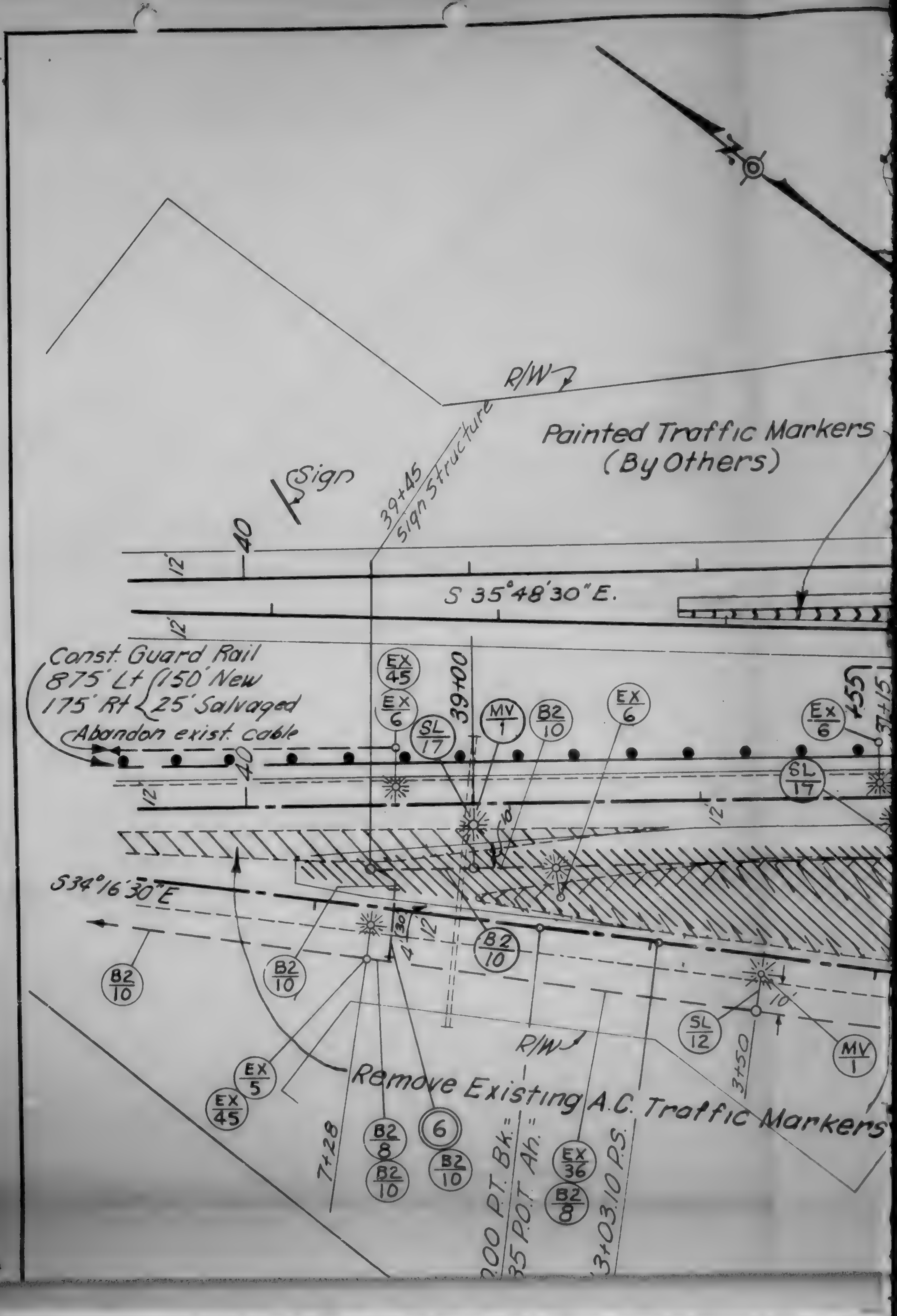
STATE HIGHWAY ENGINEER


R/W
Painted Traffic Markers
(By Others)
Sign
39+45
Sign Structure
40
12'
S 35°48'30" E.
12'
Const. Guard Rail
875' Lt {150' New
175' Rt {25' Salvaged
Abandon exist. cable
EX
45
EX
6
SL
17
39+00
MV
1
B2
10
EX
6
Ex
6
+55
37+15
SL
17
40
12'
12'
10'
S34°16'30"E
30'
4'
12'
B2
10
B2
10
B2
10
SL
12
10'
MV
1
3+50
R/W
EX
5
EX
45
Remove Existing A.C. Traffic Markers
7+28
B2
8
B2
10
6
B2
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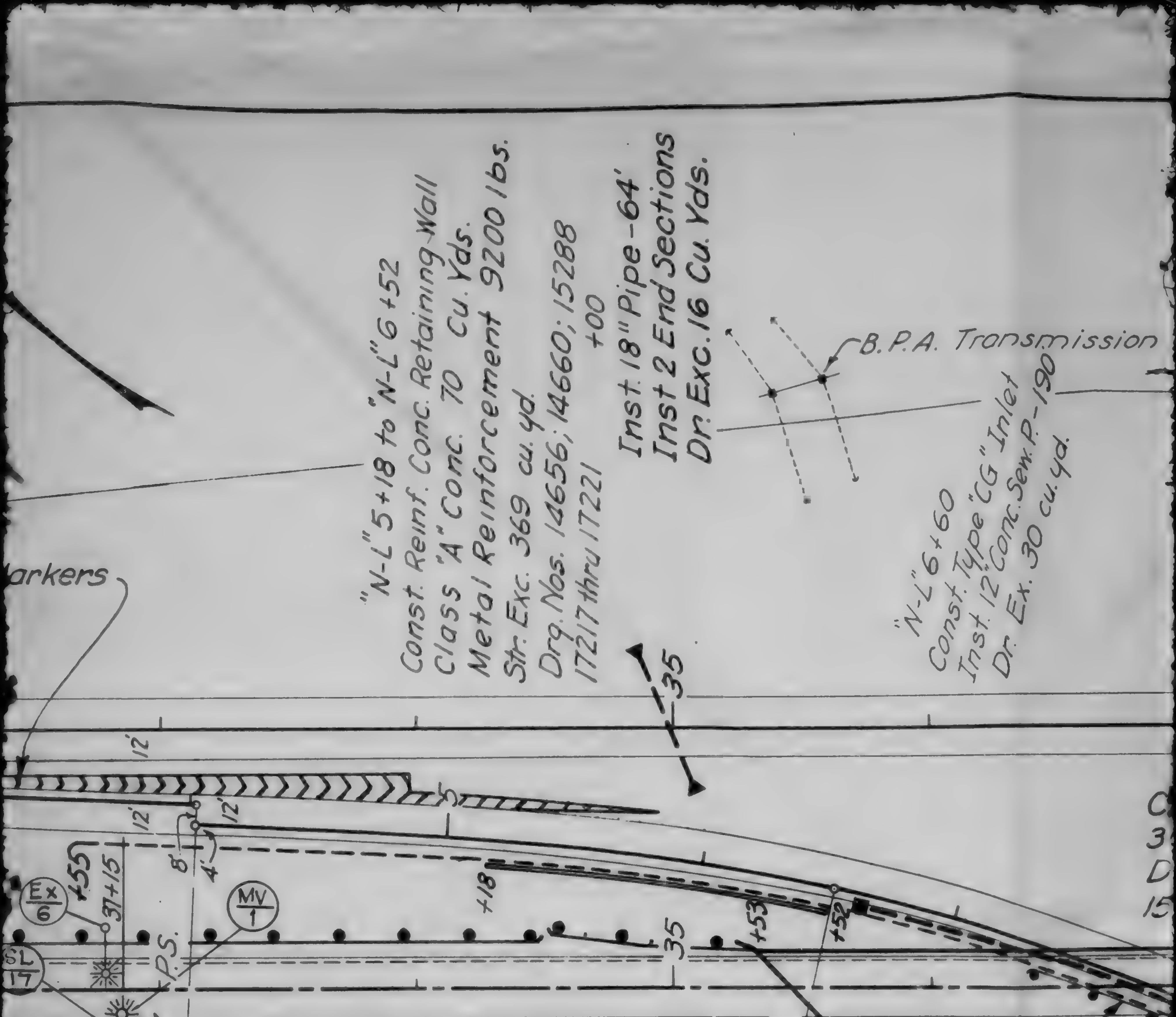
.00 P.T. Bk. =
35 P.O.T. Ah. =
EX
36
B2
8
3+03.10 P.S.

HECKED

T.C.E. 10-31-61.


"N-L" 5+18 to "N-L" 6+52
Const. Reinf. Conc. Retaining Wall
Class "A" Conc. 70 Cu. Yds.
Metal Reinforcement 9200 lbs.
Str. Exc. 369 cu. yd.
Drg. Nos. 14656; 14660; 15288
17217 thru 17221
+00
Inst. 18" Pipe-64'
Inst 2 End Sections
Dr. Exc. 16 Cu. Yds.
B.P.A. Transmission
"N-L" 6+60
Const. Type "CG" Inlet
Inst. 12" Conc. Sew. P-190
Dr. Ex. 30 cu. yd.
arkers
35
12'
12'
12'
8'
4'
5
+55
37+15
Ex
6
MV
1
SL
17
P.S.
+18
35
+53
+52
"N-L" 4+02.17
"N-L" 6+52.17 P.S.C.
C
3
D
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Const. C
"N-L
Const
Inst. 12
Dr. Ex.
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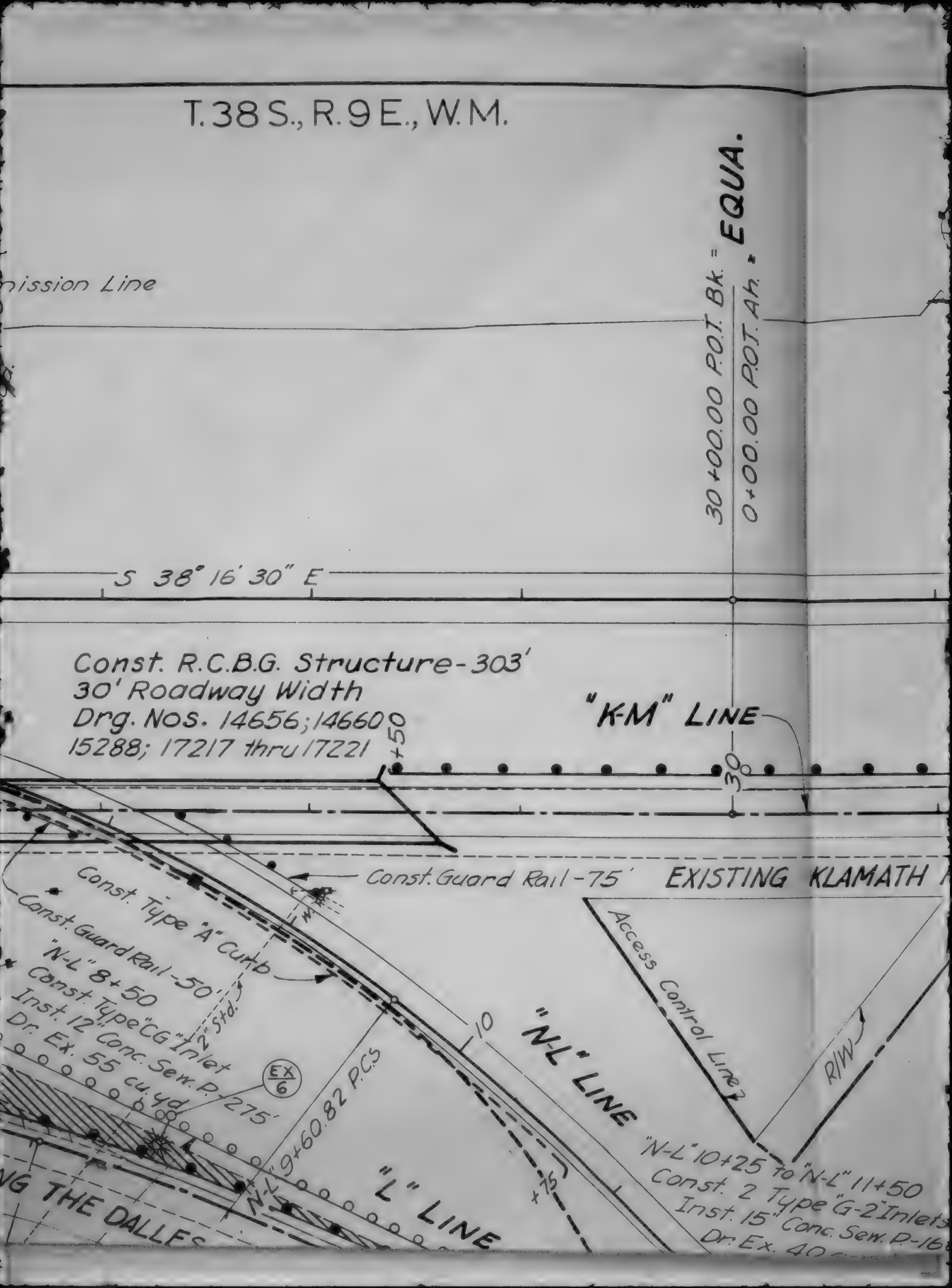
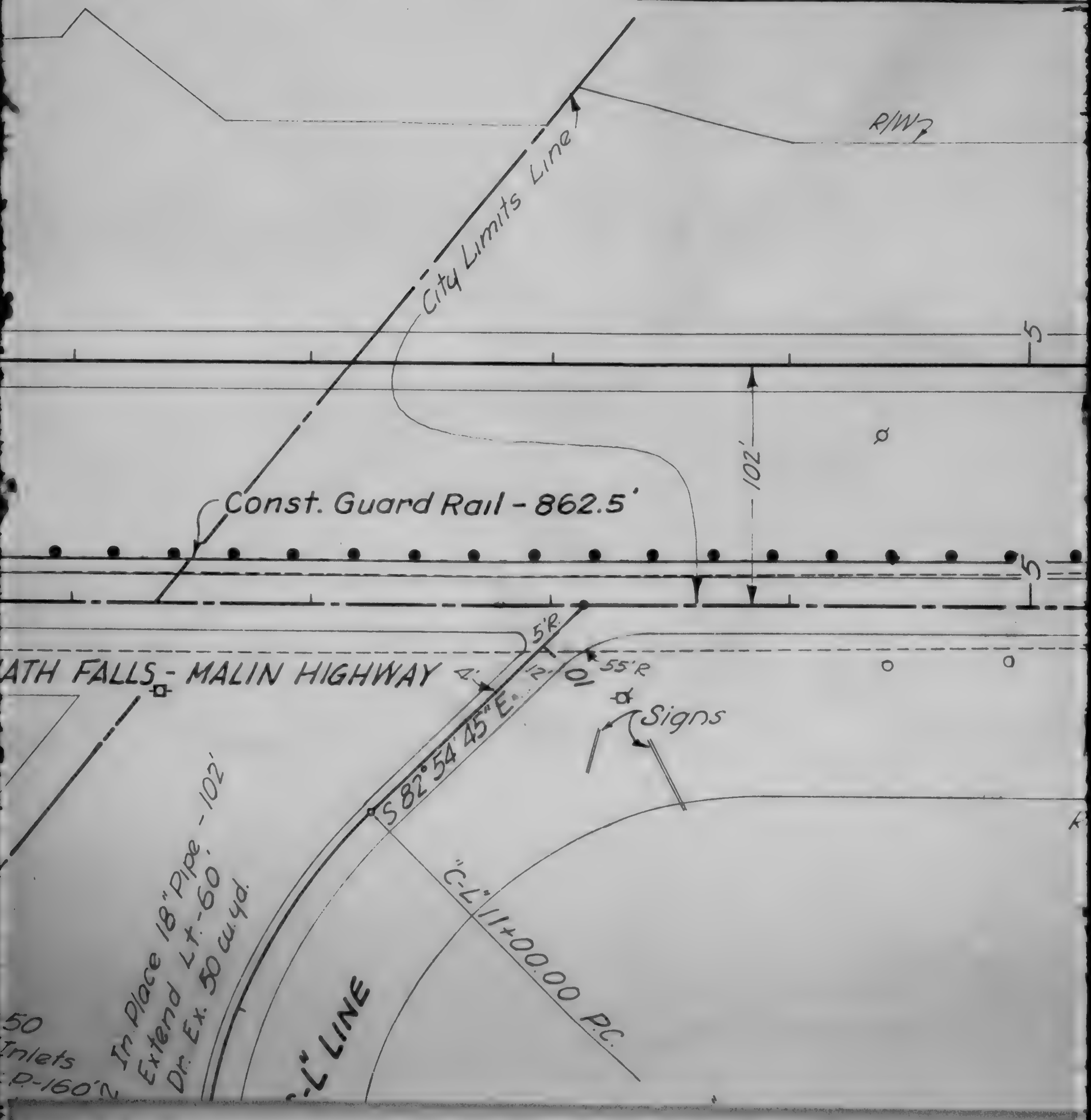
EX
2
EX
36
B2
8
EX
1
Remove Existing Pvmt. EXISTING TH
Disconnect & abandon existing cable


T. 38 S., R. 9 E., W.M.
ission Line
30+00.00 P.O.T. Bk. = EQUA.
0+00.00 P.O.T. Ah.
S 38° 16' 30" E
Const. R.C.B.G. Structure - 303'
30' Roadway Width
Drg. Nos. 14656; 14660
15288; 17217 thru 17221
+50
"K-M" LINE
30
Const. Guard Rail - 75'
EXISTING KLAMATH
Access Control Line
R/W
Const. Type "A" Curb
Const. Guard Rail - 50'
"N-L" 8+50
Const. Type "CG" Inlet
Inst. 12" Conc. Sew. P. - 275'
Dr. Ex. 55 cu. yd.
2" Std.
EX/6
"N-L" 9+60.82 P.C.S.
10
"N-L" LINE
"L" LINE
+75
NG THE DALLES
"N-L" 10+25 to "N-L" 11+50
Const. 2 Type "G-2" Inlets
Inst. 15" Conc. Sew. P. - 16
Dr. Ex. 40

PRELIMINARY COPY
SUBJECT TO CHANGE

N. KLAMATH FALLS INTERCHANGE
THE DALLES CALIFORNIA HW
KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

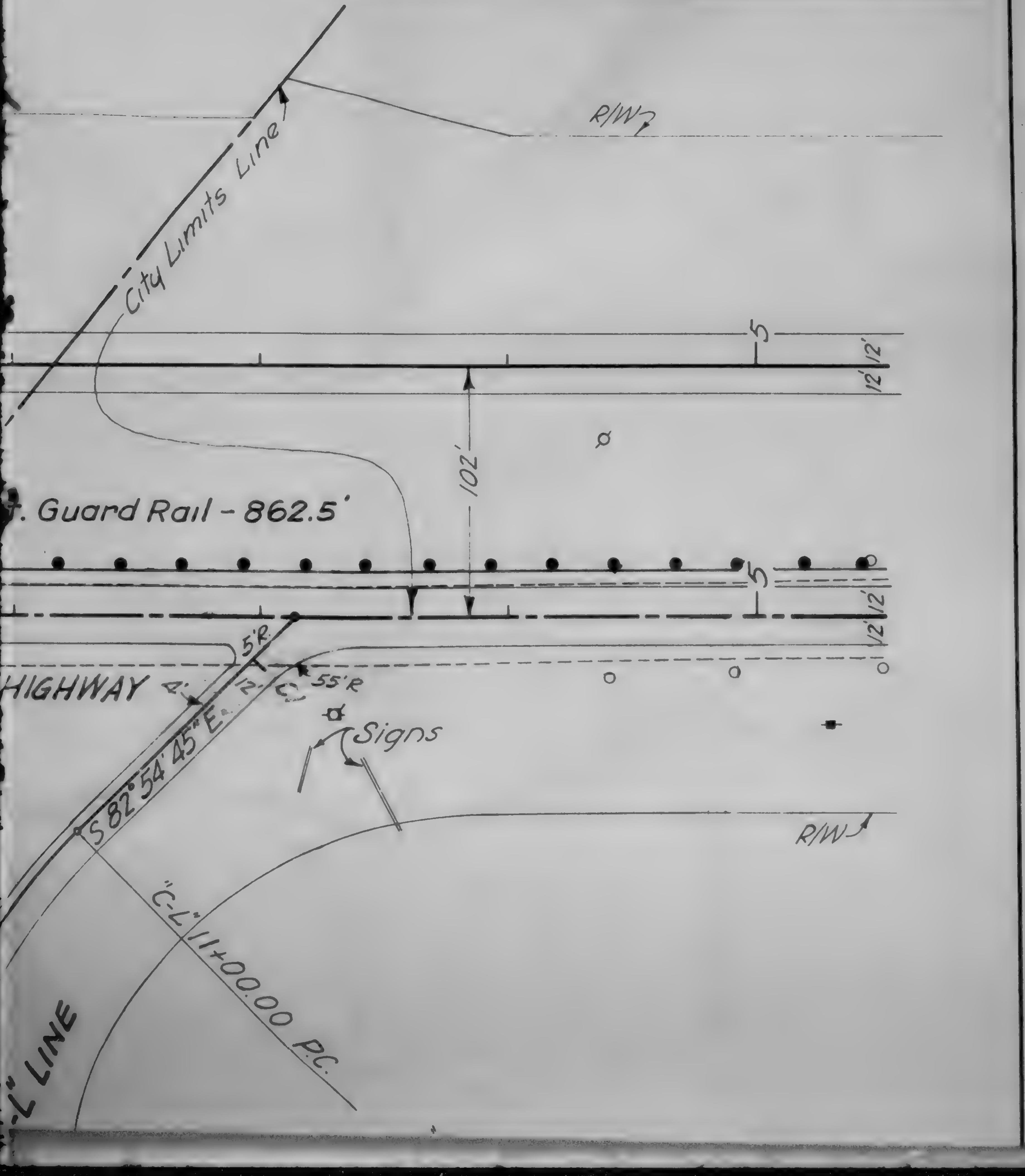

R/W
City Limits Line
5
102'
Const. Guard Rail - 862.5'
5
ATH FALLS - MALIN HIGHWAY
5'R
4'
12'
10'
55'R
S 82°54'45" E.
Signs
In Place 18" Pipe - 102'
Extend Lt. - 60'
Dr. Ex. 50 cu.yd.
"C-L" 11+00.00 P.C.
-L" LINE
50
Inlets
P-160'

PRELIMINARY COPY
SUBJECT TO CHANGE

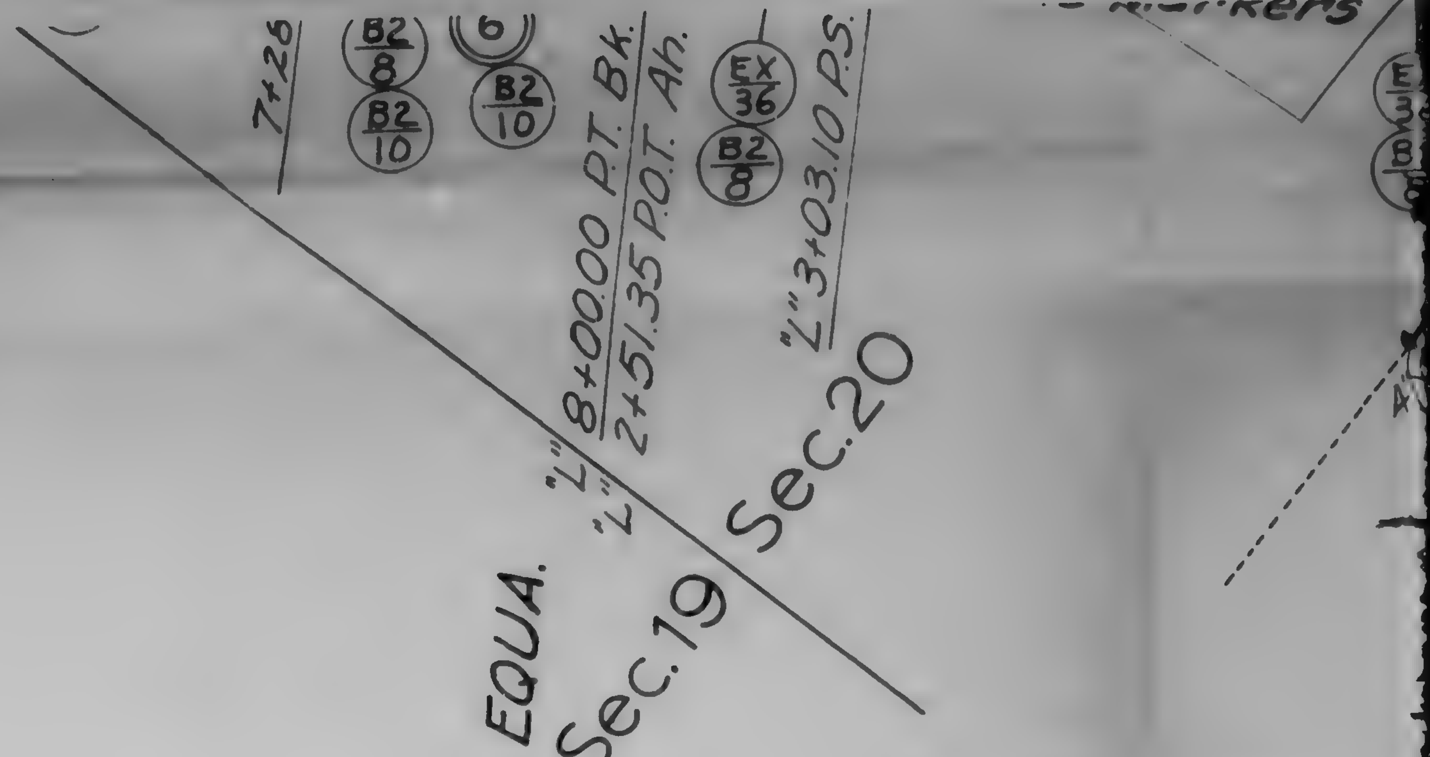
N. KLAMATH FALLS INTERCHANGE SEC.
THE DALLES CALIFORNIA HWY.
KLAMATH COUNTY

SHEET No. 5

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


City Limits Line
R/W
5
12' 12'
102'
t. Guard Rail - 862.5'
5
12' 12'
5'R.
HIGHWAY
4'
12'
55'R
Signs
S 82° 54' 45" E
R/W
"C-L" 11+00.00 P.C.
-"L" LINE

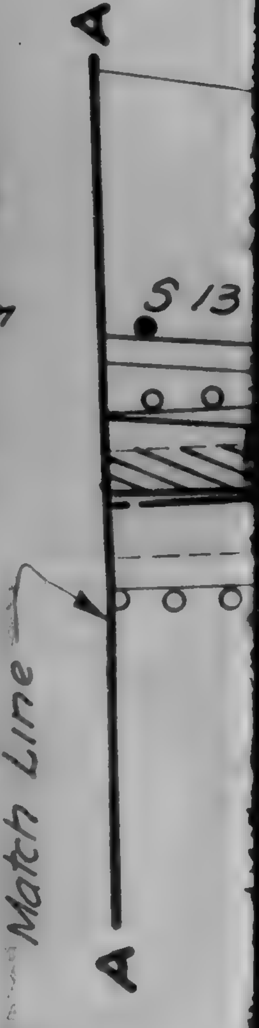
BRIDGE DETAILS CHECKED



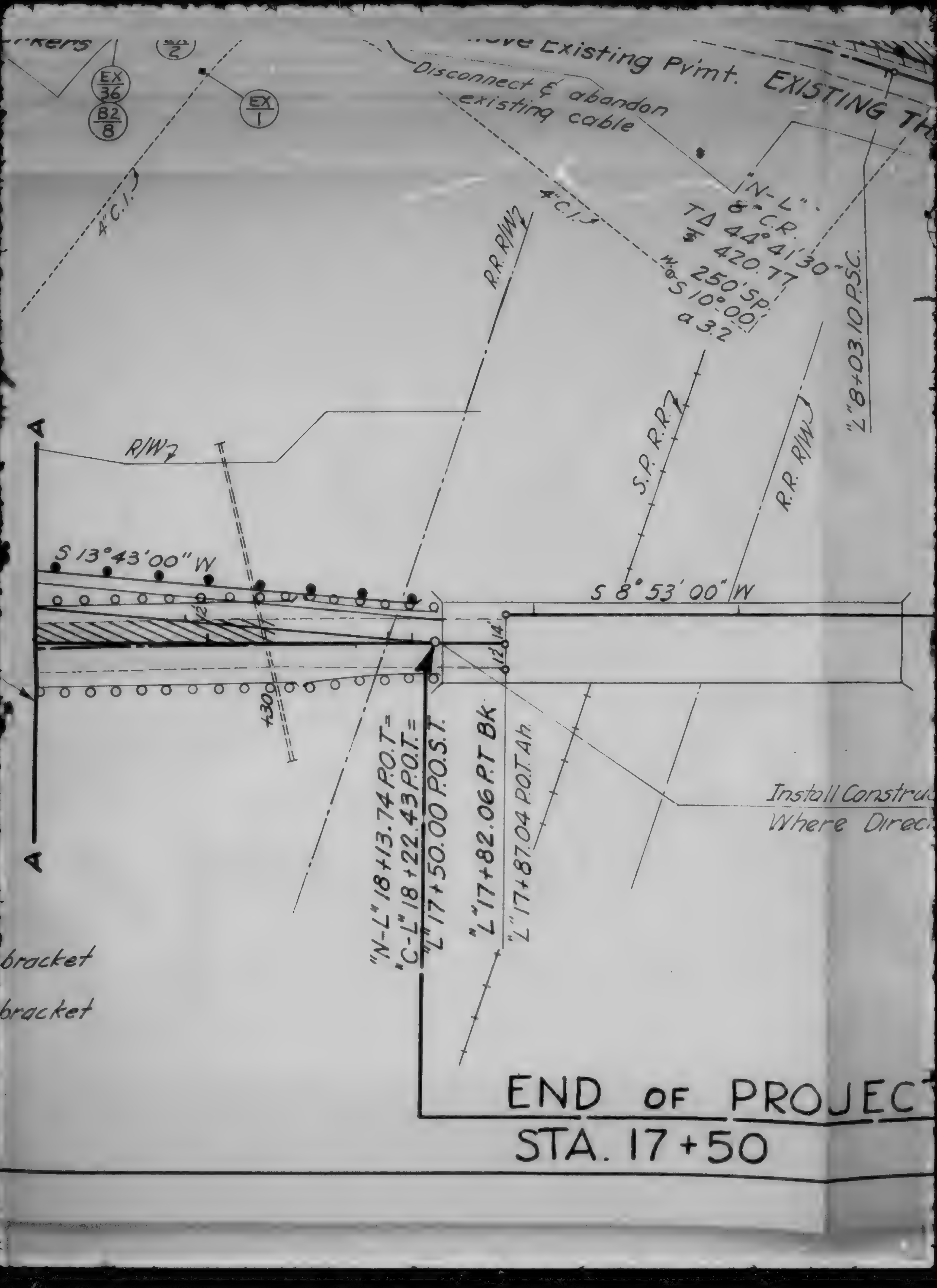
7+28
B2/8
B2/10
6
B2/10
"L" 8+00.00 P.T. Bk.
"L" 2+51.35 P.O.T. Ah.
EX/36
B2/8
"L" 3+03.10 P.S.
EQUA.
Sec.19
Sec.20
Markers

LEGEND

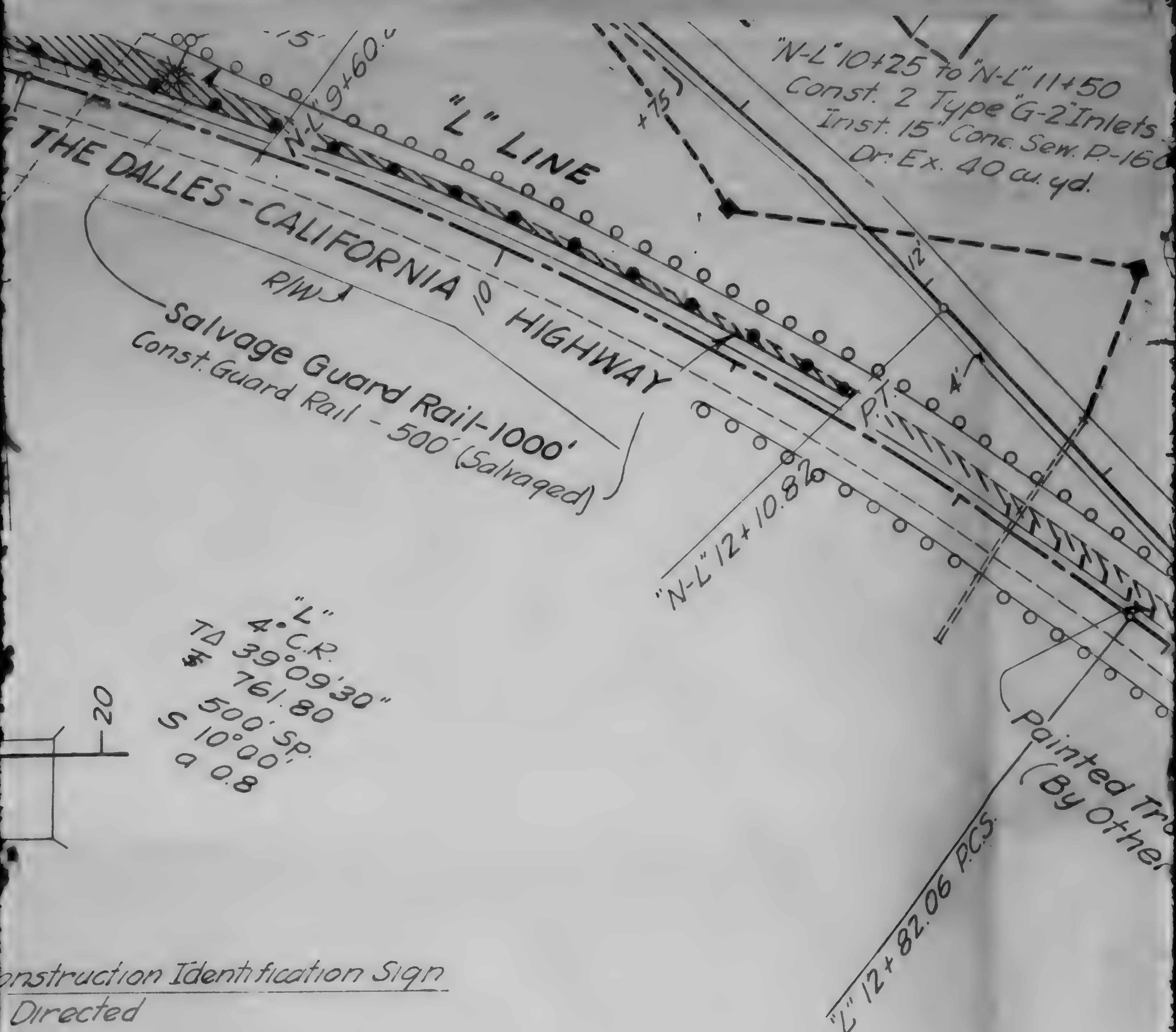
EX/1	Existing Power Company Pole (Power Source)
EX/2	Existing State owned wood illumination control pole
EX/5	Existing wood street light pole & luminaire (To Remain in Place)
EX/6	Existing wood street light pole & luminaire (To be relocated)
EX/36	Existing 2 conductor No. 10 direct-burial cable (To be removed)
EX/45	Existing sidewalk guy & anchor (To be removed)
6	Install 1½" galv. rigid electrical conduit ⊢(30)⊣
B2/8	Install two No. 8 direct-burial cable
B2/10	Install two No. 10 direct-burial cable
MV/1	Install existing mercury-vapor luminaire, Type II
SL/12	Install existing wood pole and 12 ft. Street light bracket
SL/17	Install existing wood pole and 17 ft. Street light bracket



A
S 13
Match Line
A

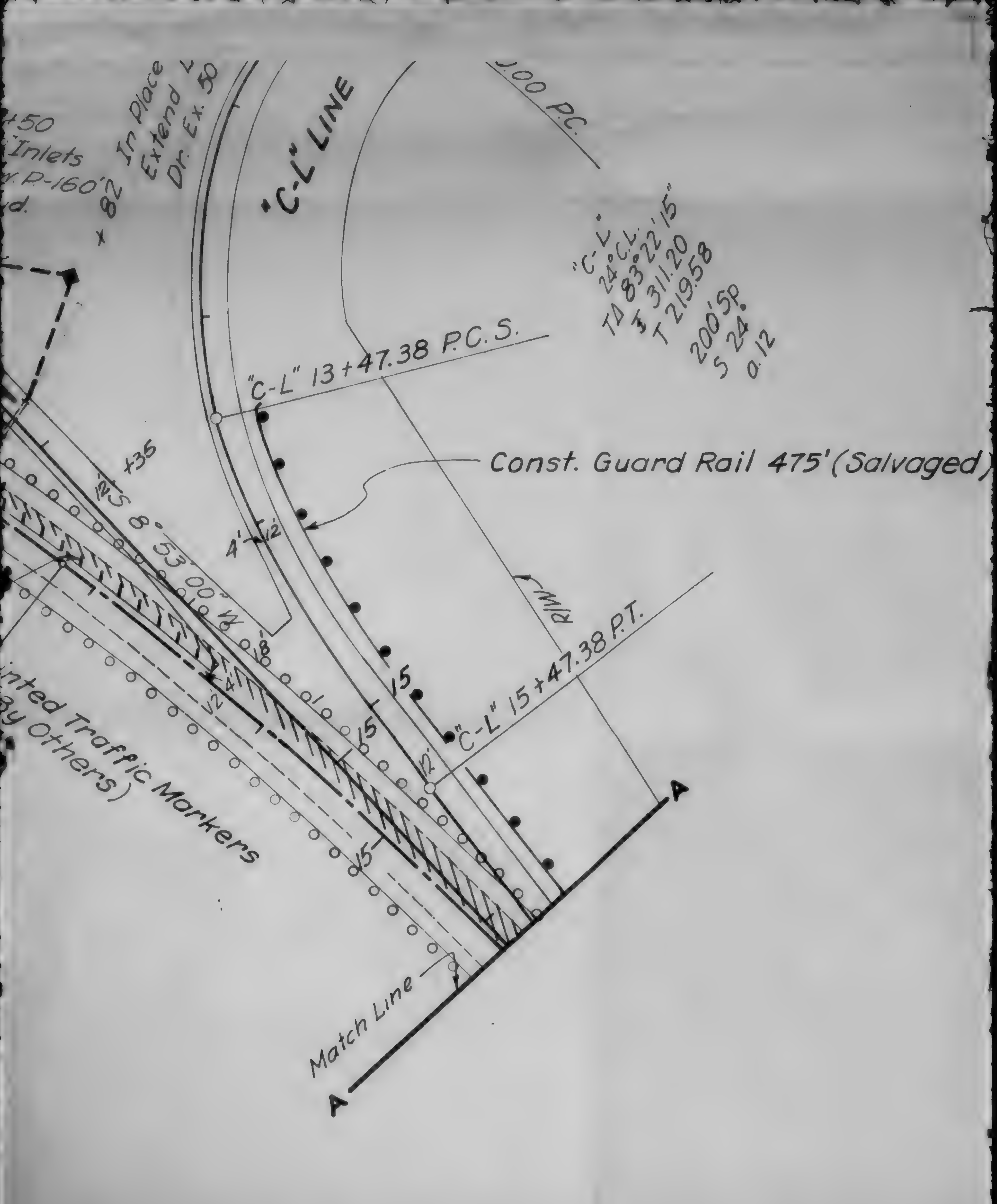


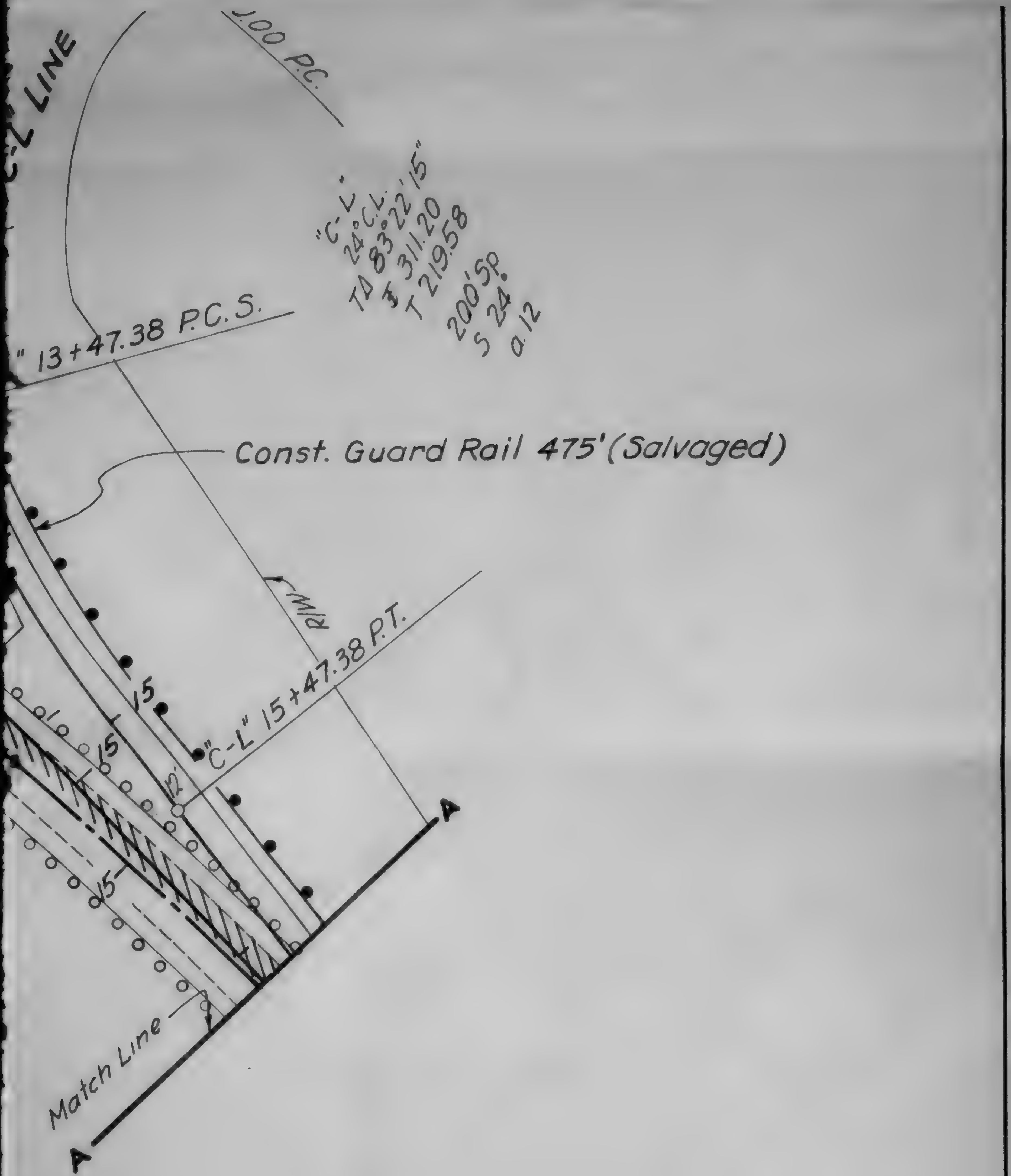
rkers
EX/36
B2/8
EX/1
ove Existing Pvmt.
EXISTING TH
Disconnect & abandon existing cable
4"C.I.
4"C.I.
"N-L"
8" C.R.
TΔ 44°41'30"
T 420.77
250' SP.
W S 10°00
a 3.2
R.R. R/W
S.P. R.R.
R.R. R/W
"L" 8+03.10 P.S.C.
R/W
A
A
S 13°43'00" W
S 8°53'00" W
12
14
12
+30
"N-L" 18+13.74 P.O.T.=
"C-L" 18+22.43 P.O.T.=
"L" 17+50.00 P.O.S.T.
"L" 17+82.06 P.T Bk
"L" 17+87.04 P.O.T. Ah.
Install Constru
Where Direc
bracket
bracket
END OF PROJEC
STA. 17+50


15'
"N-L" 9+60
"L" LINE
+75
"N-L" 10+25 to "N-L" 11+50
Const. 2 Type "G-2" Inlets
Inst. 15" Conc. Sew. P-160
Dr. Ex. 40 cu. yd.
THE DALLES - CALIFORNIA HIGHWAY
10
12
R/W
Salvage Guard Rail - 1000'
Const. Guard Rail - 500' (Salvaged)
4'
P.T.
"N-L" 12+10.82
"L"
4° C.R.
TΔ 39°09'30"
℄ 761.80
500' Sp.
S 10°00'
a 0.8
20
Painted Tr
(By Other
"L" 12+82.06 P.C.S.

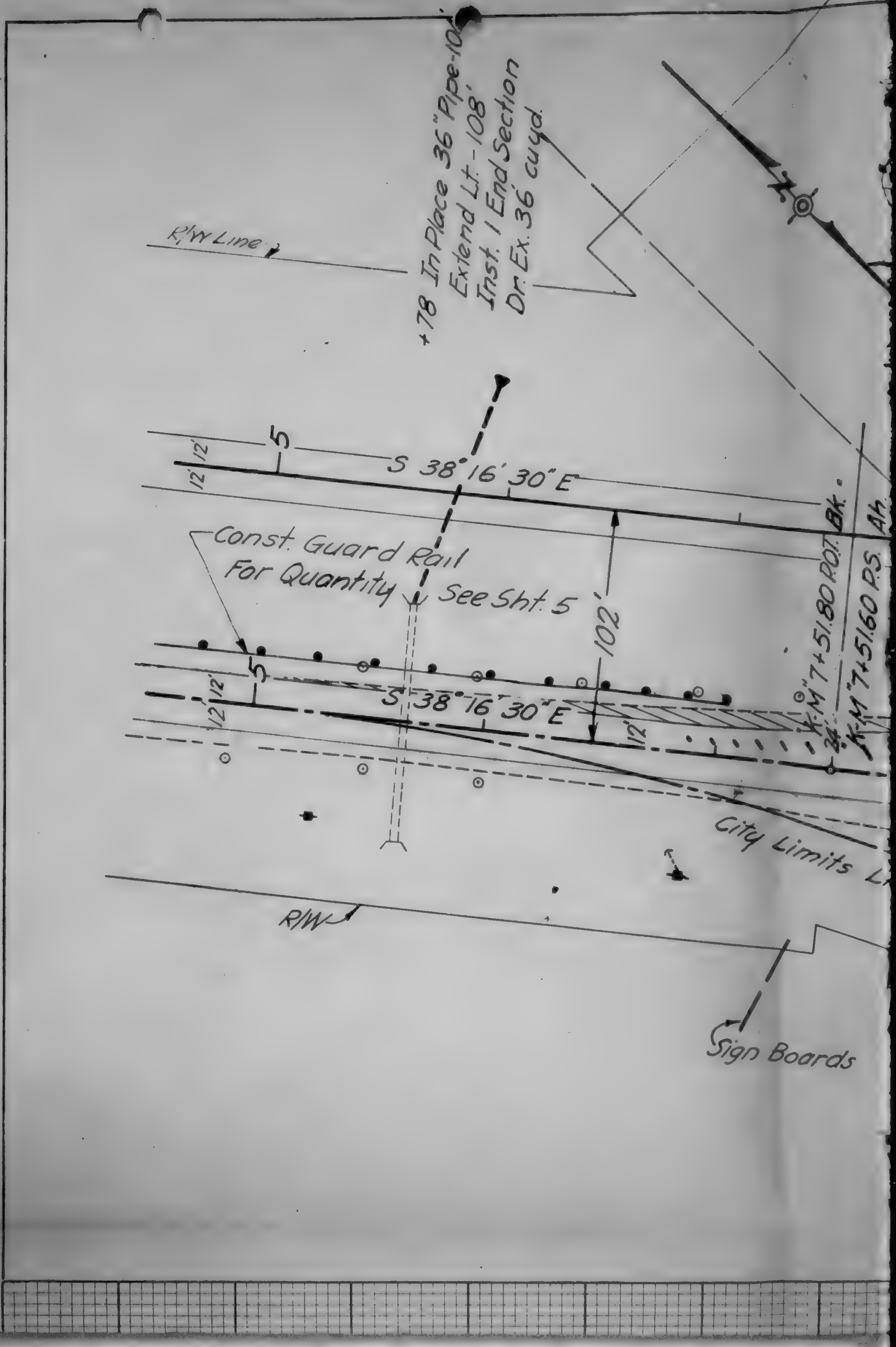
onstruction Identification Sign
Directed

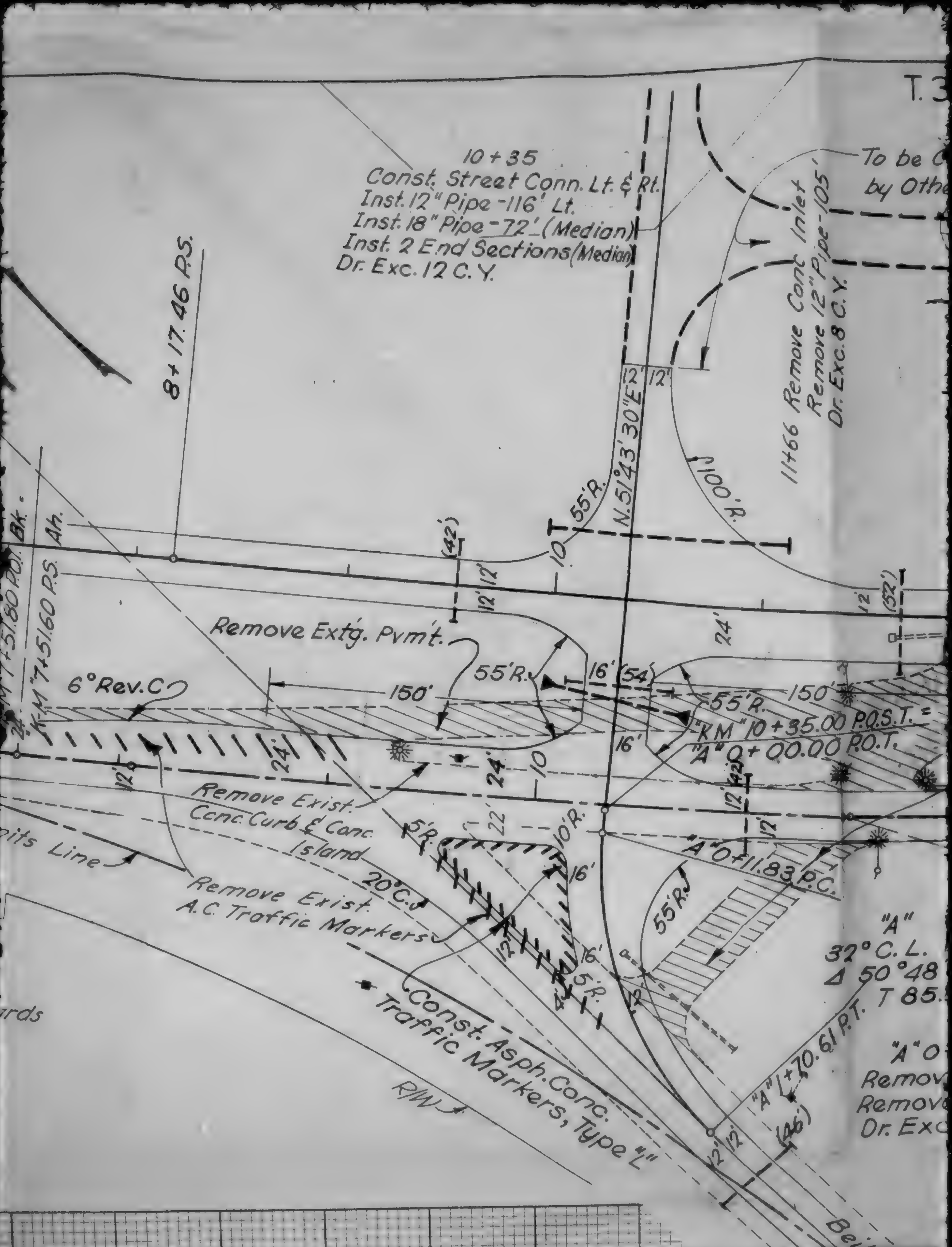
ECT U-205(11)

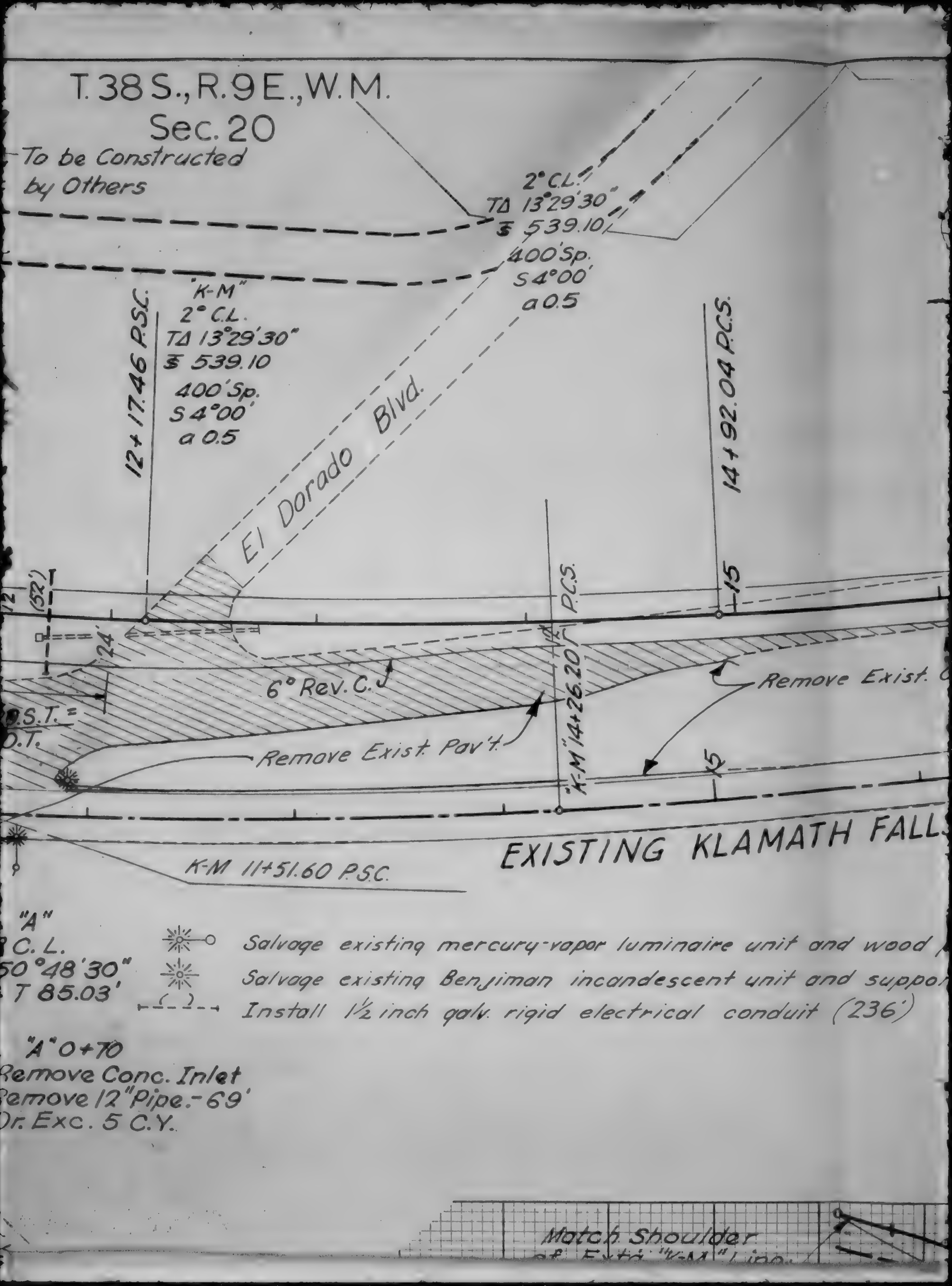

+50
Inlets
P-160'
d.
x 82
In Place
Extend L
Dr. Ex. 50
"C-L" LINE
.00 P.C.
"C-L"
24°C.L.
TΔ 83°22'15"
L 311.20
T 219.58
200'Sp.
S 24°
a.12
"C-L" 13+47.38 P.C.S.
Const. Guard Rail 475'(Salvaged)
+35
12'
S 8°53'00" W
4'
12'
8'
R/W
15
"C-L" 15+47.38 P.T.
4'
12'
15'
12'
15'
inted Traffic Markers
By Others)
Match Line
A
A


"C-L" LINE
.00 P.C.
"C-L"
24° C.L.
TΔ 83°22'15"
L 311.20
T 219.58
200' SP.
S 24°
0.12
" 13+47.38 P.C.S.
Const. Guard Rail 475' (Salvaged)
R/W
"C-L" 15+47.38 P.T.
15
15
12'
15
A
Match Line
A

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		


+78 In Place 36" Pipe-10'
Extend Lt. - 108'
Inst. 1 End Section
Dr. Ex. 36 cu.yd.
R/W Line
5
12' 12'
S 38° 16' 30" E
102'
Const. Guard Rail
For Quantity See Sht. 5
5
12' 12'
S 38° 16' 30" E
12'
Bk.
Ah.
"K-M" 7+51.80 P.O.T.
"K-M" 7+51.60 P.S.
24'
City Limits L
R/W
Sign Boards

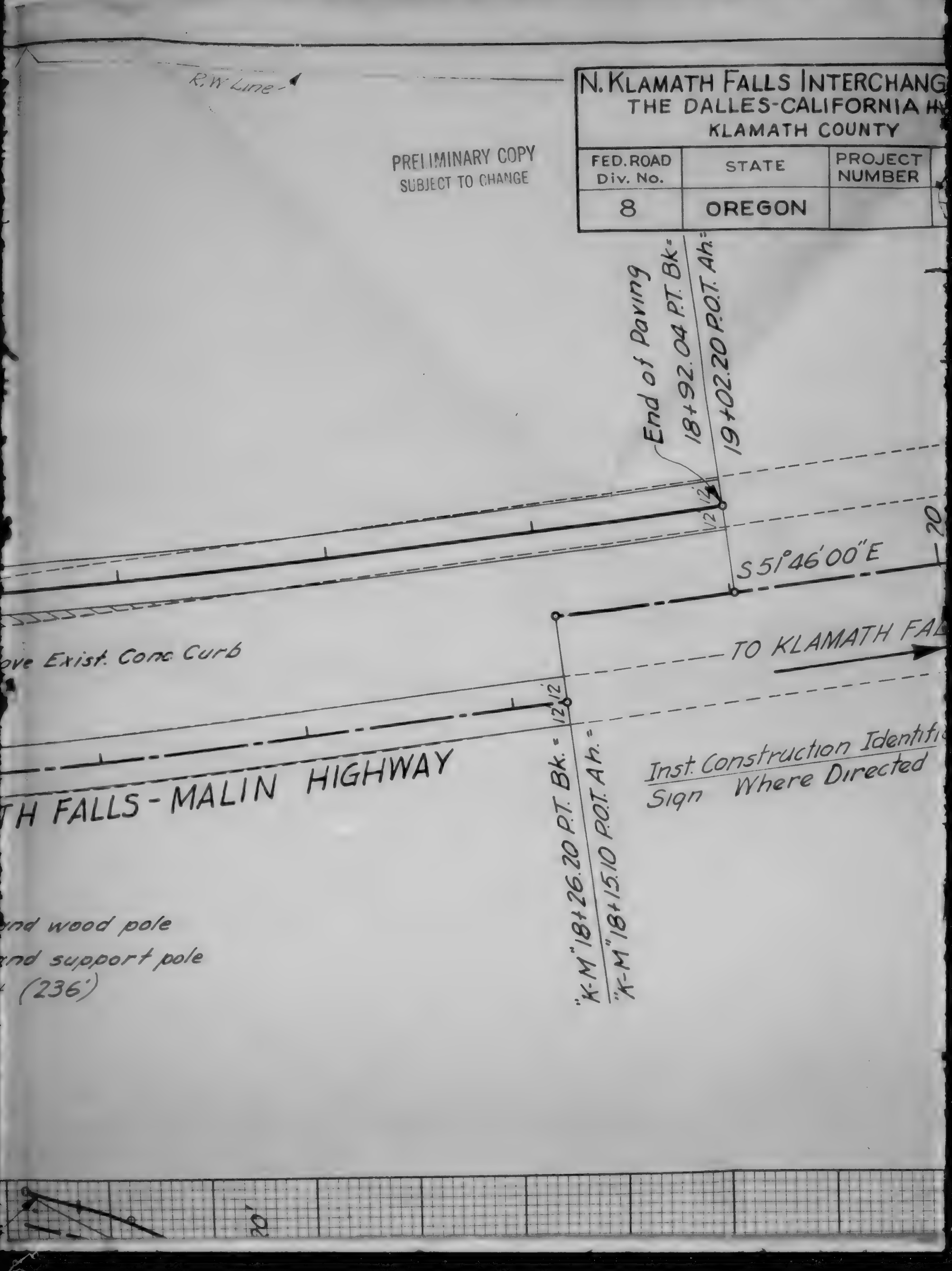

T. 3
10+35
Const. Street Conn. Lt. & Rt.
Inst. 12" Pipe -116' Lt.
Inst. 18" Pipe -72' (Median)
Inst. 2 End Sections (Median)
Dr. Exc. 12 C.Y.
To be C
by Othe
11+66 Remove Conc. Inlet
Remove 12" Pipe -105'
Dr. Exc. 8 C.Y.
8+17.46 P.S.
"KM" 7+51.80 P.O.I. Bk. = "K-M" 7+51.60 P.S. Ah.
12'
12'
N. 51°43'30"E
55'R.
100'R.
10
(42')
12'
12'
24'
12'
(52')
Remove Extg. Pvm't.
55'R.
16'
(54)
55'R.
150'
150'
6° Rev. C
24'
12'
24'
10
16'
"KM" 10+35.00 P.O.S.T. =
"A" 0+00.00 P.O.T.
12'
(42')
12'
Remove Exist. Conc. Curb & Conc. Island
5'R.
22'
10'R.
16'
"A" 0+11.83 P.C.
its Line
Remove Exist. A.C. Traffic Markers
20° C.
12'
55'R.
16'
5'R.
4'
12'
Const. Asph. Conc. Traffic Markers, Type "L"
R/W
ards
"A" 1+70.61 P.T.
(46')
12
2'
"A"
32° C.L.
Δ 50°48
T 85.
"A" 0
Remov
Remov
Dr. Exc
Bei


T. 38 S., R. 9 E., W. M.
Sec. 20
To be Constructed by Others
2° C.L.
TΔ 13°29'30"
Ŧ 539.10
400' Sp.
S 4°00'
a 0.5
"K-M"
2° C.L.
TΔ 13°29'30"
Ŧ 539.10
400' Sp.
S 4°00'
a 0.5
12+17.46 P.S.C.
14+92.04 P.C.S.
El Dorado Blvd.
12
(52')
24'
15
P.C.S.
"K-M" 14+26.20
6° Rev. C.
Remove Exist. Pav't.
Remove Exist. C
S.T. =
O.T.
15
EXISTING KLAMATH FALL
K-M 11+51.60 P.S.C.
"A"
C.L.
50°48'30"
T 85.03'
Salvage existing mercury-vapor luminaire unit and wood
Salvage existing Benjiman incandescent unit and suppor
Install 1½ inch galv. rigid electrical conduit (236')
"A" 0+70
Remove Conc. Inlet
Remove 12" Pipe - 69'
Dr. Exc. 5 C.Y.
Match Shoulder
of Exti. "K-M" Line

N. KLAMATH FALLS INTERCHANG
THE DALLES-CALIFORNIA H
KLAMATH COUNTY

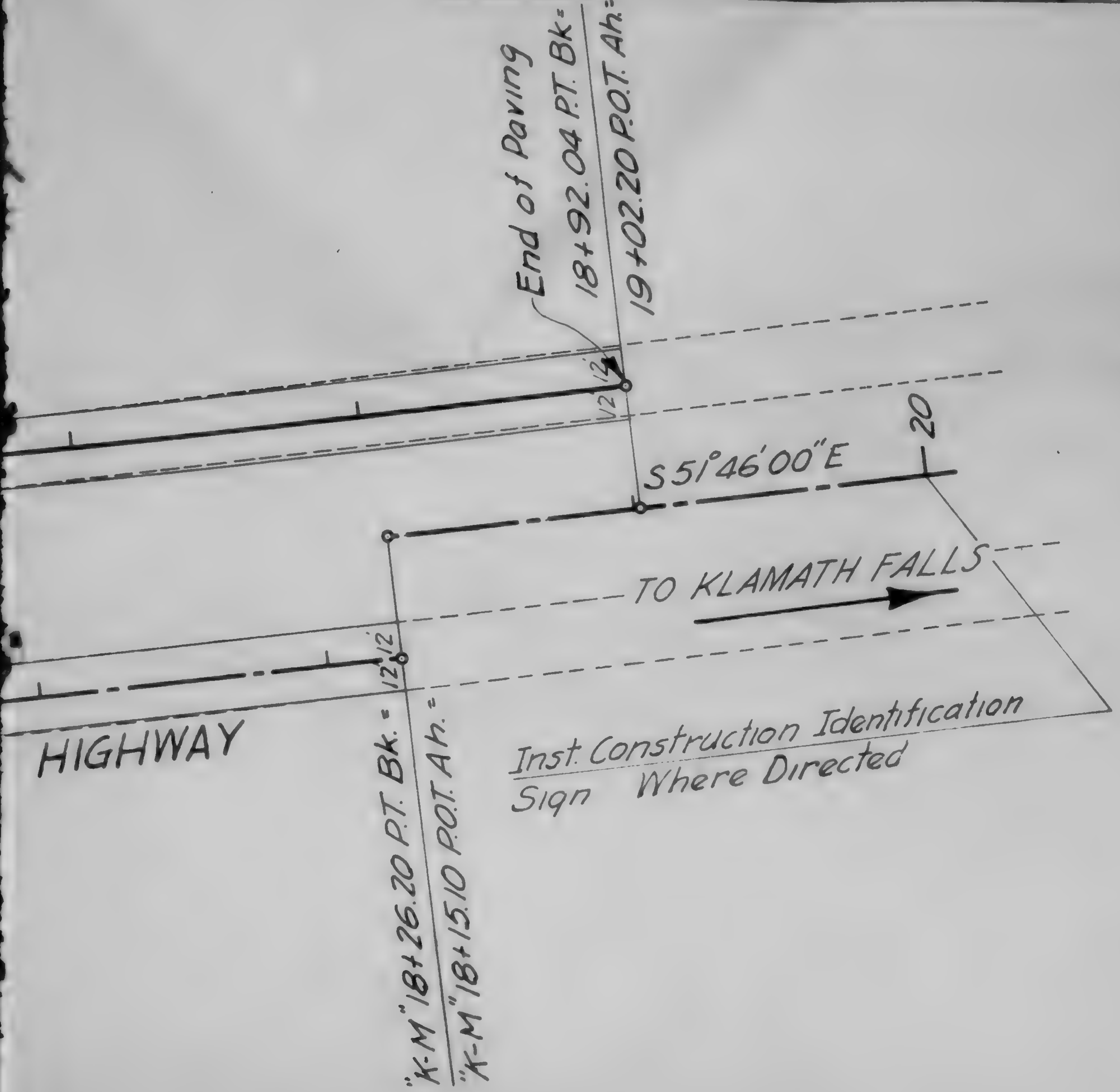
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

PRELIMINARY COPY
SUBJECT TO CHANGE

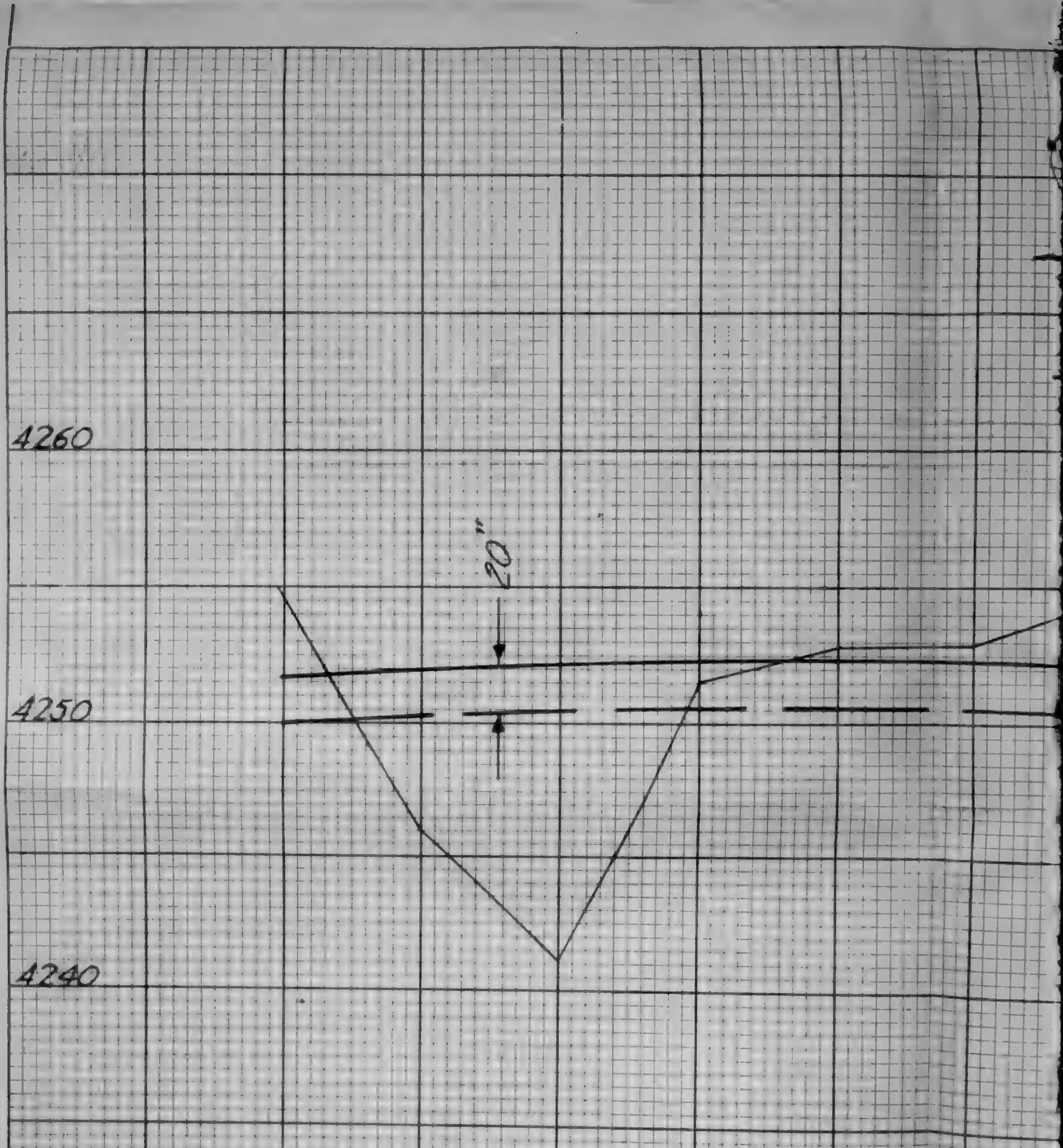

R.W Line
End of Paving
18+92.04 P.T. Bk.=
19+02.20 P.O.T. Ah.=
12
12
20
S 51°46'00"E
TO KLAMATH FA
ove Exist. Conc. Curb
12
12
"K-M" 18+26.20 P.T. Bk. =
"K-M" 18+15.10 P.O.T. Ah.=
TH FALLS-MALIN HIGHWAY
Inst. Construction Identifi
Sign Where Directed
and wood pole
and support pole
(236')
20'

PRELIMINARY COPY
SUBJECT TO CHANGE

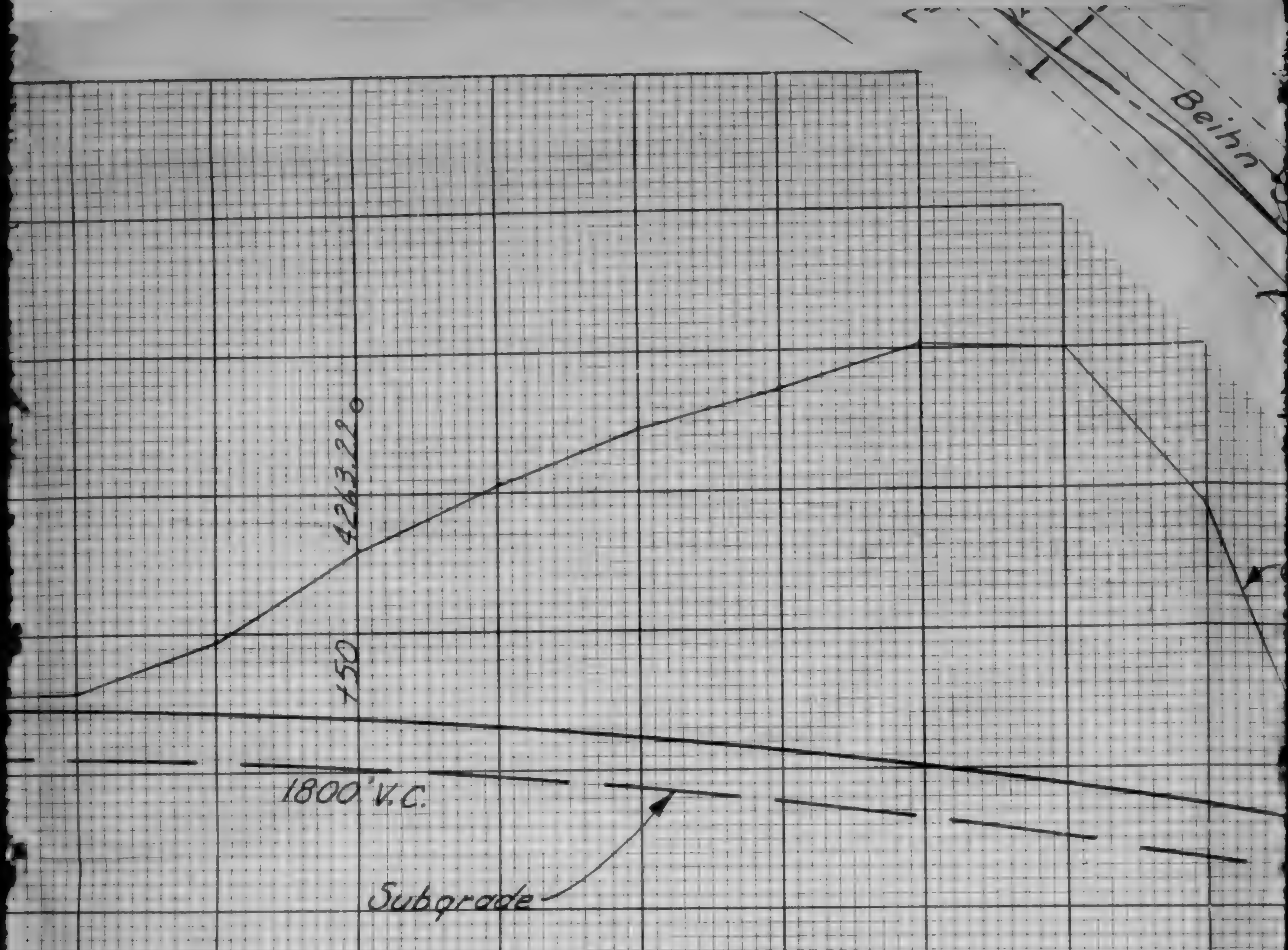
N. KLAMATH FALLS INTERCHANGE SEC. THE DALLES-CALIFORNIA HWY. KLAMATH COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

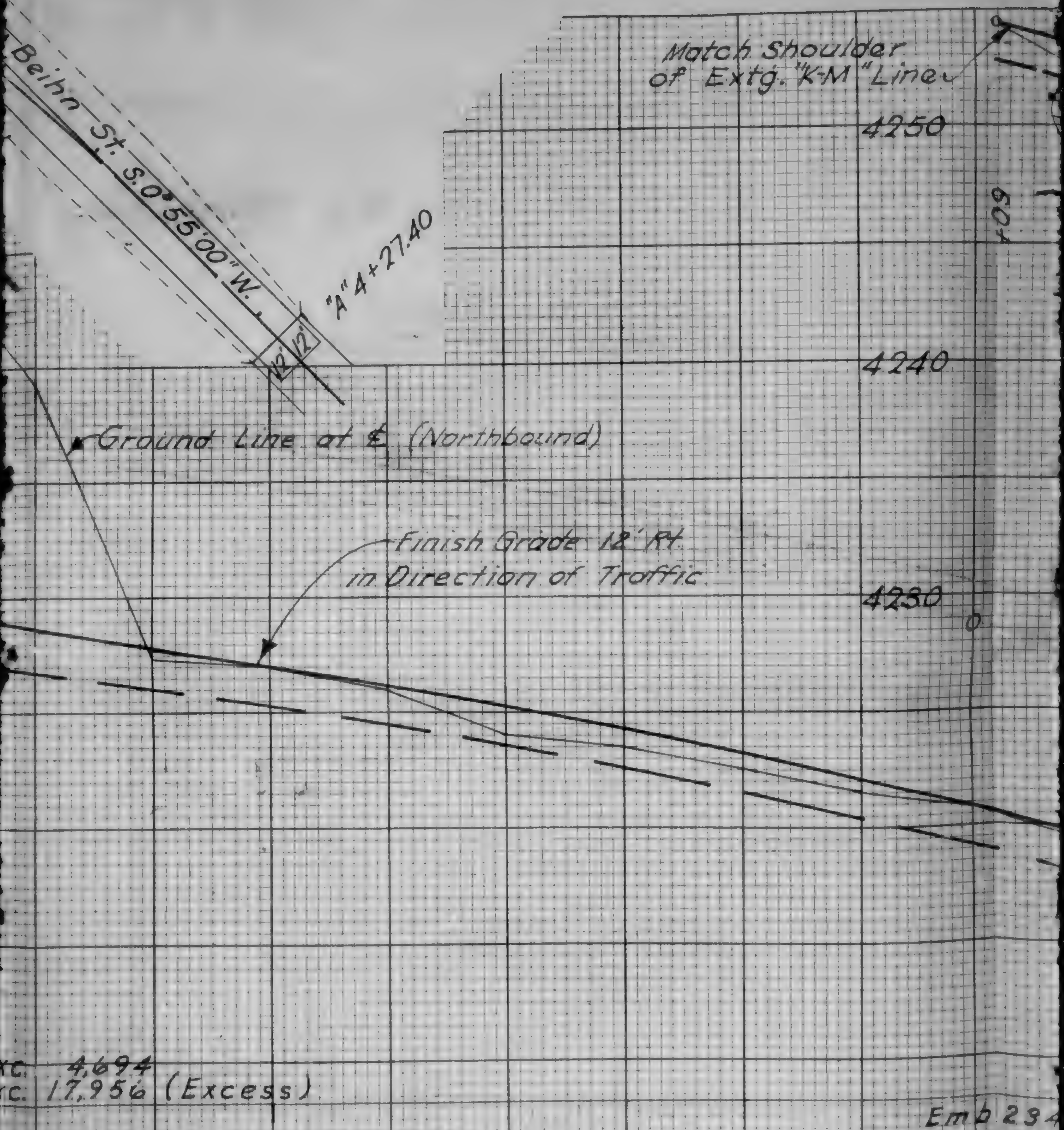

End of Paving
18+92.04 P.T. Bk.=
19+02.20 P.O.T. Ah.
12
12
20
S 51°46'00"E
TO KLAMATH FALLS
12
12
HIGHWAY
"K-M" 18+26.20 P.T. Bk. =
"K-M" 18+15.10 P.O.T. Ah.

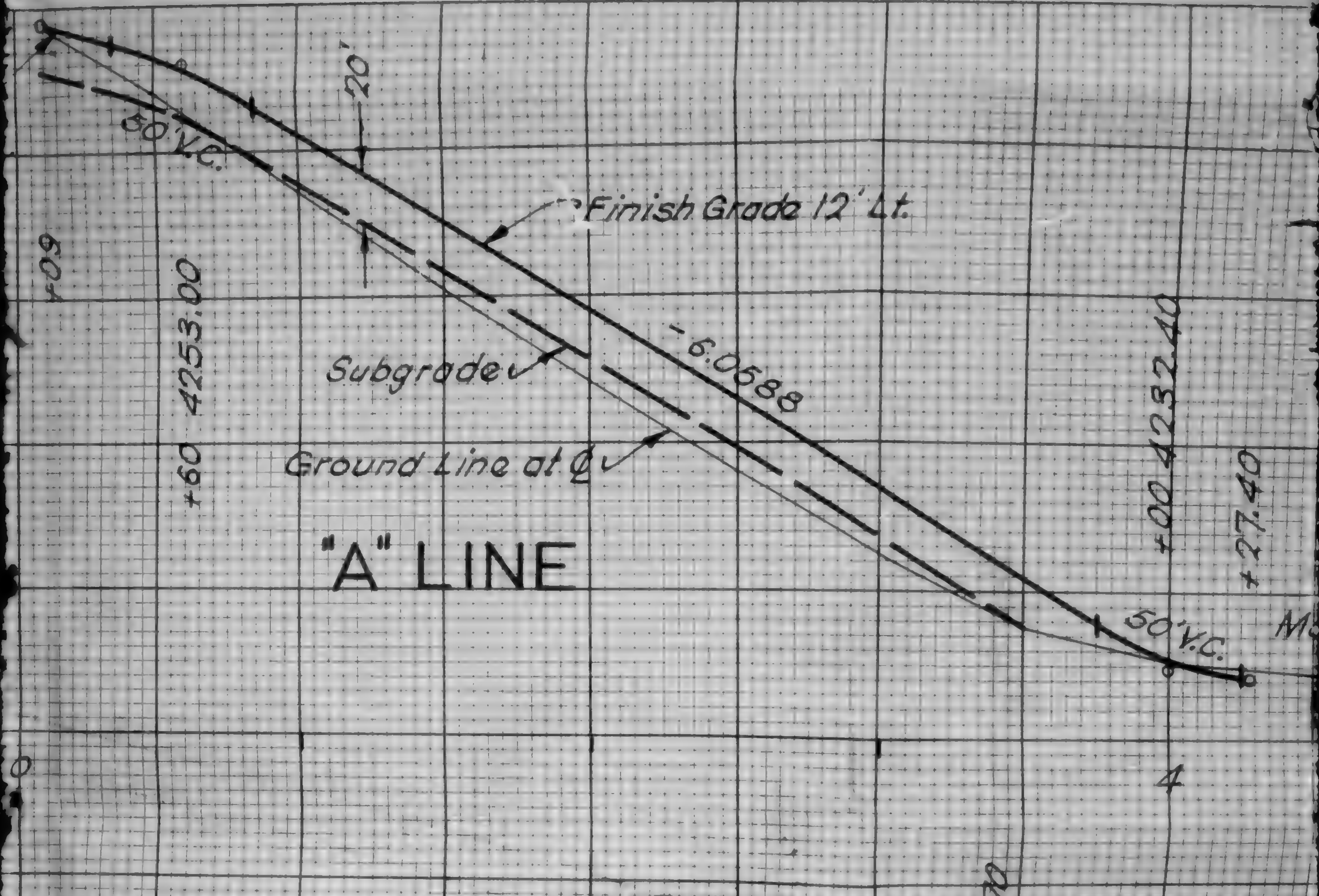
Inst. Construction Identification Sign Where Directed

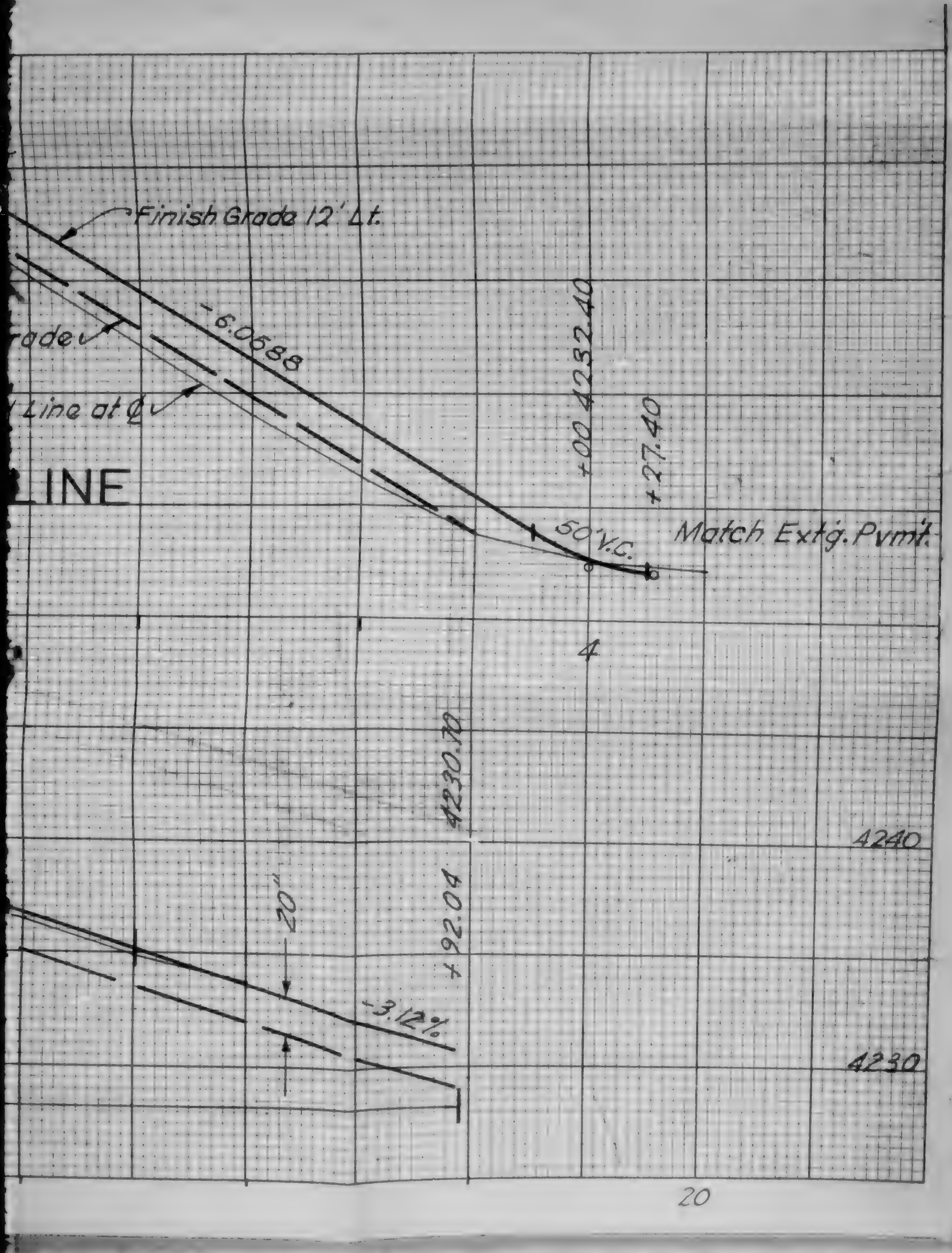


ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


Beihn
4263.22
+50
1800' V.C.
Subgrade
Exc. 4.6
Exc. 17.9
10


Beihn St. S.0°55'00" W.
"A" 4+27.40
12'
12'
Match Shoulder
of Extg. "K-M" Line
4250
60+
4240
Ground Line at ℄ (Northbound)
Finish Grade 12' Rt
in Direction of Traffic
4230
0
xc. 4,694
rc. 17,956 (Excess)
Emb 234


+60
20'
50' V.C.
Finish Grade 12' Lt.
+60 4253.00
Subgrade
-6.0588
Ground Line at ℄
"A" LINE
+00 4232.40
+27.40
50' V.C.
M
0
4
4230.70
+92.04
20'
-3.12%
b 234


Finish Grade 12' Lt.
rade
-6.0588
Line at ℄
LINE
+00 4232.40
+27.40
50' V.C.
Match Extg. Pvmt.
4
4230.70
+92.04
20"
-3.12%
4240
4230

I-5-6(30) Marquam Bridge Piers, 1961
301 Pacific Hwy. in Portland
#6008 (Const. 5 piers)

RECEIVED
APR 14 1965
FOR FILING

54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1965

SUBJECT:

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

OFFICE

On December 7 we were informed by the Bureau of Public Roads that it would not participate in certain state construction on the Marquam Bridge and Banfield Interchange piers. The reason given for non-participation is that the contractor made use of publicly-owned equipment.

Can you tell me if this matter was straightened out.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

NOTED
P. M. STEPHENSON

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: December 7, 1964

In reply refer to: 08-35.EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-6(30)301 and I-5-6(32)303
Marquam Bridge Piers and Banfield Interchange Sections
Use of Publicly owned equipment

Reference is made to Mr. Marchant's July 17, 1964 letter and our August 5, 1964 reply concerning the above subject.

Attached are two copies of a December [illegible] 1964 legal opinion from our General Counsel which precludes Federal-aid participation in the amount of rental for publicly-owned equipment used on the projects.

Attachments

12-9

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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AUG 11 1964
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon 97301

Stephenson
Merchant
Shaw
Young

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 5, 1964

In reply refer to: 08-35-EC
437.2

FROM : T. Dec
T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(30)301, Marquam Bridge Piers
Use of Publicly-Owned Equipment

Mr. Merchant's July 17, 1964 letter indicated that you did not intend to assess a penalty in accordance with the provisions of your contract on the subject project for the use of a publicly-owned floating crane. The basis for this decision is that your legal section believes that the applicable provision is unenforceable being a penalty amounting to double equipment rental. In addition, you indicate that the crane was available to all contractors at a rate reasonably representative of the cost.

Your Contract No. 1746 (FAP 53) contained the August 1, 1935 Special Provisions including a similar provision regarding use of publicly-owned equipment. Apparently such a provision resulted from our April 24, 1935 letter, Mr. F. E. Andrews to Mr. R. H. Baldock. Deduction of publicly-owned equipment rentals from contractors' earnings was firmly established as Public Roads policy at that time under a memorandum to District Engineers dated April 15, 1935. Subsequent correspondence indicated that such a policy was applicable under all ordinary circumstances. Exceptions could be made in extraordinary circumstances as in the case of your Contract No. 2894, FI-248(11), Troutdale-Wahkeena awarded in 1947 wherein a supplemental special provision was included permitting the use of a publicly-owned dredge and auxiliary dredge with Public Roads' approval. Privately-owned equipment was not available.

General Administrative Memorandum No. 345 dated January 15, 1954 superseded the April 15, 1935 memorandum clearly indicating coverage of extraordinary circumstances essentially as now stated under paragraph 15 of PPM 21-6.3. Your Supplemental General Provisions were not modified to indicate extraordinary circumstances until September 1, 1962.

Prospective bidders on Project U-F-003-1(14), Astoria Bridge Piers were aware of the provision regarding use of publicly-owned equipment. Mr. P. M. Stephenson was advised on June 19, 1962 that our policy was not considered as being applicable to the Port of Astoria facilities for transportation of materials and handling cargo off the project. Our May 24, 1963 memorandum advised you that the policy was applicable to

- more -

Copies to Stephenson, Merchant, Young - 8-7-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the Port of Astoria dredge being considered for use on Project F-003-1(18), Desdemona Sands Viaduct. Other privately-owned dredges were available to accomplish work on the project in this instance.

Since the policy on use of publicly-owned equipment has been long established, permitting the contractor to use such equipment on the Marquam Bridge pier project would give him an unfair advantage over other bidders who were aware of the policy. Unless it can be established that an emergency existed, an appropriate penalty should be assessed if full Federal-aid participation for otherwise eligible work is desired.

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AUG 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 21 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Use of Publicly-Owned Equipment
F.A.P. No. I-5-6(30)302
Bridge No. 8328

Contract No. 6008 was awarded to Peter Kiewit Sons' Company for the construction of piers for the Marquam Bridge over the Willamette River. The Willamette Tug and Barge Company was employed by Peter Kiewit Sons' Company as a subcontractor for portions of the work; principally those portions relating to coffer dam construction and pile driving.

During the work by the Willamette Tug and Barge Company a floating crane owned by the Commission of Public Docks of Portland was rented. Contract No. 6008, under the heading of "Renting of Publicly-Owned Equipment" carries the following paragraph:

"Federal regulations, in general, do not permit use of federal funds in payment of rentals on equipment owned by a state, county or a municipality. Therefore, unless otherwise provided elsewhere in the special provisions, the contractor shall, if he rents any equipment from a state, county or a municipality and uses the same on the work to be done under this contract, pay to the State Highway Commission an amount equal to the amount paid as rental to the state, county or municipality owning the equipment."

The Willamette Tug and Barge Company through the prime contractor have protested the withholding of rentals paid to the Commission of Public Docks as per the above-mentioned paragraph. Our Legal section have studied this problem and believe the above-mentioned paragraph is unenforceable as it is a penalty against the contractor for what would amount to double equipment rental.

In view of the statement on the attached letter from the Commission of Public Docks that the floating derrick was purchased for their own use as well as for rental to private operators, it is believed by our Legal Division that the penalty clause in the specifications should not apply.

PPM 21-6.3, among other things, requires that rental rates of publicly-owned equipment shall be reasonably representative of the cost of providing such equipment or there shall be credited to the project a lump sum amount determined as the approximate profit if profit is derived by the agency furnishing the equipment thereby reducing the total participating cost of the project. In the present instance there is no evidence that any undue profit or unreasonable charge was made against the job as the piece of equipment was rented at the going rental rate which is representative of a competitive rate for the piece of equipment involved.

For the above-mentioned reasons the State proposes no penalty against the contractor for the use of the rented equipment.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/en
Attached

cc: Mr. P. M. Stephenson ✓
Mr. L. I. Lindas
Mr. G. H. Maison
Mr. L. H. Young

NOTED
P. M. STEPHENSON

RECEIVED
JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1964
FOR FILING

September 30, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $2,000.08 will be made to Peter Kiewit Sons' Co., on contract #6008 for bridge pier construction on the Marquam Bridge on Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,728,492.13, including the post-final payment. Of the total, $4,611.99 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

Date: 9/25/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6008, Est. No. 24 Post Final Date: To 3/6/64, Amt. $ 2000.08

Contractor Peter Kiewit Sons' Co.

Totals to date: Paid to contractor $ 1,728,492.13

Amount of force account $ 4,611.99

Amount of retained percentage $

A. J. Kahler
Claims Section
Accounting Division

3/64

A

RECEIVED
AUG - 5 1964
FOR FILING

I 5-6 (30131

6011

August 5, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On May 27, 1964, we wrote to you concerning release of final payment on contract #6008, awarded to Peter Kiewit Sons' Co., for bridge pier construction on the Marquam Bridge, Pacific Highway, in Multnomah County.

Final payment on this contract is $45,149.37 and the total contract amount is $1,726,492.05, including $4,611.99 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

Date: 8-5-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6008, Est. No. 23 Final, Date: 3/6/64, Amt. $45149.37

Contractor Peter Kiewit Sons' Co

Totals to date:	Paid to contractor	$ 1,726,492.05
	Amount of force account	$ 4,611.99
	Amount of retained percentage	$

Claims Section
Accounting Division

3/64

RECEIVED
JUN 18 1964
FOR FILING

[illegible]

[illegible]

June 18, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #6008 for bridge pier construction on the Marquam Bridge on Pacific Highway in Multnomah County, will be released to the contractor, Peter Kiewit Sons' Co., immediately.

This payment of $43,029.51 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $51,857.65.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

cc: C. H. Maison
Attn.: John Herr

Date: 6-18-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 6008, Est. No 22 Semi-Final, Date: 12/5/63-3/6/64, Amt. $ 43,079.51

Contractor Peter Kiewit Sons' Co.

Totals to date:	Paid to contractor	$ ~~1,686,342.68~~
	Amount of force account	$ ~~4,611.99~~
3%	Amount of retained percentage	$ 51,857.65

Claims Section
Accounting Division

3/64

RECEIVED
MAY 27 1964
FOR FILING

May 27, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6008 awarded to Peter Kiewit Sons' Co., for bridge pier construction on the Marquam Bridge, Pacific Highway, in Multnomah County, was completed March 6, 1964, and accepted by the Highway Commission on May 26, 1964.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 4, 1964.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
MAY 27 1964
FOR FILING

May 26, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 6 on Contract No. 6018. The contract was with Peter Kiewit Sons' Company and was for work on the Marquam Bridge Piers on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on May 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 26 1964

FOR FILING

6008

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1964

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

Peter Kiewit Sons' Company completed work on Contract No. 6008, Marquam Bridge Piers on the Pacific Highway in Multnomah County on March 6, 1964. This contract is ready for acceptance by the Commission.

This is a Federal Aid Interstate project. We have notice from the Bureau of Public Roads that they have inspected the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: D.B. Parkes
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 20 1964
FOR FILING

6008

OSHD

NOTED

477 Cottage Street NE.
Salem, Oregon 97301

Mr. B. M. French, Regional Engineer
Portland, Oregon

March 13, 1964

A. W. Parsons
Division Engineer
Salem, Oregon

By: L. R. Backlund
Admin. Manager

Inspection-in-Depth
Oregon Project I-5-6(30)301

Attached are the Regional office and Washington office copies of an Inspection-in-Depth report made by H. A. Schell, Area Engineer in May 1963.

The normal distribution was overlooked. All copies were filed in the project folder.

Attachment

~~LRB:mig~~

cc:
OSHD

NOTED
P. M. STEPHENSON

original To Young
To be sent on To Morgan
3-20-64

cc: L. N. [illegible]

Form PR-33
(5-2-56)

Region No. 8

Division Oregon

Project No. I-5-6(30)301
Marquam Bridge

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Inspection-in-depth

Inspection made by H. A. Schell, Area Engr. *Date inspection made* May 2 & 14, 1963

In company with

Introduction

This inspection-in-depth was performed on the concrete production for the Marquam Bridge piers. The structure involves 8,000 cubic yards of seal concrete, 14,740 cubic yards of Class "A" concrete. The job cost is $1,776,486. The work involves five 2-column piers placed on continuous footings supported on prestressed piles. All piers are in water. The left column of Pier 4 was being poured during this inspection.

Concrete is coming from Pacific Building Materials' Curry Street plant, which is located approximately .6 of a mile upstream or about 10 minutes drive from the jobsite. Aggregate for the plant is dredged approximately one-quarter of a mile upstream and is barged to the plant site. This plant has a large capacity and supplies commercial concerns within the city of Portland.

Summary

State personnel appeared to be adequately inspecting the production control of the plant during the pouring of concrete. They have an excellent cross-check system for determining concrete shipped to the jobsite, and the cement being used in the batching operation. The plant appears to have control over the gradation of all aggregates incorporated in the concrete. A few items which should be considered for maintaining a quality product are as follows:

1. Check samples of the concrete aggregates should be taken from the batching bins periodically (say every 1,000 c.y.).
2. A request should be made to calibrate the scales.
3. Samples of air entraining admixture should be submitted to the lab periodically (every 3 months).
4. Steps should be initiated to eliminate the possibility of gap grading between the coarse and fine aggregates when only the general provisions prevail.
5. Consideration should be given to the use of AASHO or ASTM standards for aggregate, to reduce the cost of separate State grading.

Personnel

The State has assigned to the Metropolitan Area of Portland a Materials Engineer to inspect the concrete production and prestressed and precast concrete fabrication accomplished at the various concrete plants. This procedure was initiated in April, 1962. Heading up the operation is Mr. DeSerano, who actually works under Mr. Rief, the Materials Division Inspector. He works in very close liaison with all Resident Engineers involved in concrete production in Portland. He has a crew of three men to assist him and they all work on both concrete production and prestressed, precast work.

Qualifications of the State and supplier's men interviewed in this inspection are:

> C. DeSerano, CE 2, State Highway Bridge Department employee for the last 6-1/2 years. Bridge Inspector until April, 1962; Materials Department assignment now. Prior work with the Corps of Engineers as Officer-in-Charge of various harbors, dams, churches, schools, roads and water facilities.
>
> G. Bradshaw, ET 1, State Highway Department 8 years. Worked in the Construction Department as rear and head chainman. Assigned to the Materials Division April, 1962, as a Structural Inspector.
>
> Howard Hamlin, Plant Supervisor, Pacific Building Materials. 30 years experience on aggregate production jobs.

All men interviewed appeared to be very competent and qualified for the work they are accomplishing.

Rock Production Plant

Aggregate is obtained from the Willamette River, loaded on to barges by heavy clamshell, hauled to the plant site, loaded from the barge by a 4 c.y. Gantry Crane into a 3" Grizzly. It is then carried by belt into a wet scalping screen of which the 3" material is then routed back to the crusher and utilized for crushed material. The natural material passing the scalping screen is again washed (See Fig.1) and distributed as follows:

The 1-1/2"-1" is stockpiled.
The 1"-3/8" is stockpiled.
The minus 1/2" is taken by belt into a finer screen operation. This finer screening operation removes the 3/8"- 4 and the 1/4"-1/8" to stockpiles.

Fig. 1
Washing Operation

The minus 1/8" material proceeds to a 20' diameter by 8' deep Dorr Hydroseparator (see Fig. 2), where approximately 50% solids and water are mixed thoroughly.

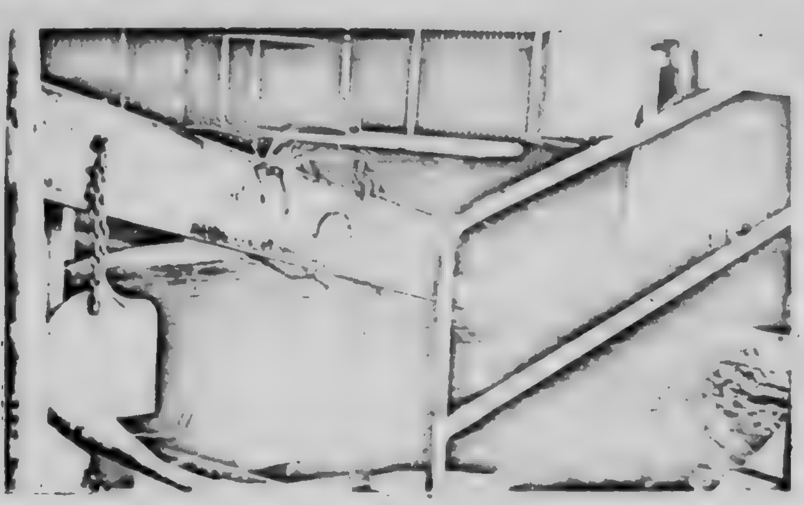


Fig. 2
Dorr Hydroseparator
Fine Aggregate mixed with 50% water

The material is then taken by two 6" pipes to two Dorrco Sizers (see Fig. 3). In these sizers the material is kept continually agitated by recirculating the liquid. The sand particles are dropped hydraulically into eight separate compartments, depending upon the respective size and specific gravity. When these compartments are filled adequately and exert sufficient hydraulic pressure upon a valve, they are automatically emptied into a tilted auger chute (see Fig. 4), rewashed and stockpiled. Eight separate sizes of sand smaller than 1/8" may be taken off the sizers; however, the sand is combined into three separate sizes

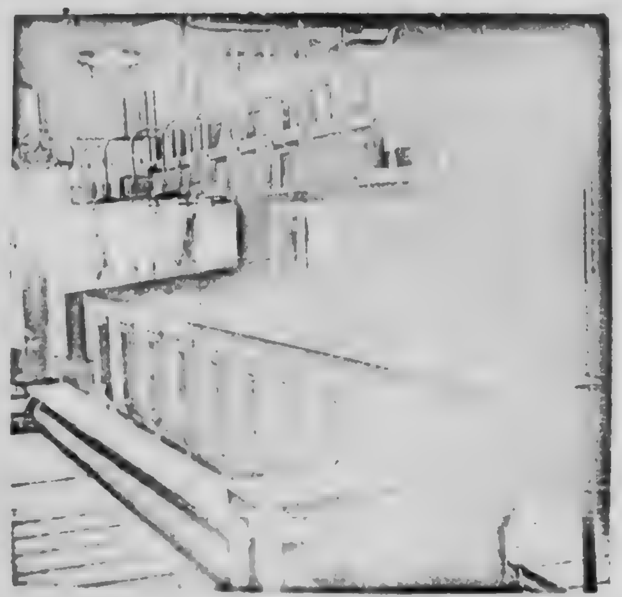


Fig. 3
Dorrco Sizer
Sand particles dropped hydraulically into eight compartments shown.

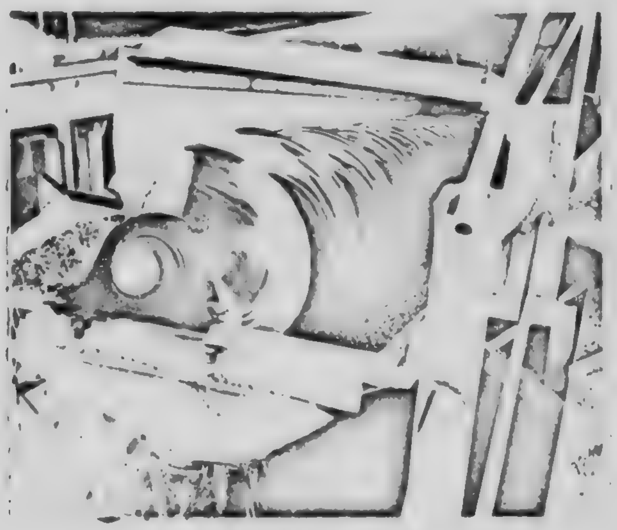
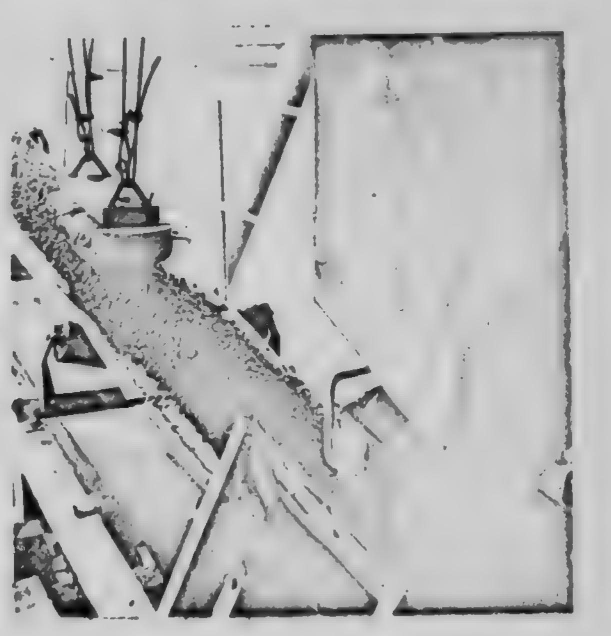


Fig. 4
Auger Chute
For transferring aggregate from Sizer to storage bin.

(see storage bin sized material below), and then washed and stockpiled. All chambers of the sizers have a transparent plate indicating their capacity at any time. When any of the chambers appear to be deficient of material, a small rod mill is activated and the crushed sand is taken by belt (see Fig. 5), emptied into the Hydroseparator, mixed with the existing native sands and processed identically as previously explained. Approximately 20% of the sand is being supplied by the rod mill at this time.

Fig. 5
Crushed Fine Aggregate from Rod Mill. Note magnet for removing metal scraps. Material goes into Hydroseparator.



The plant has a capacity of 700 c.y. of concrete aggregate per hour. Water can be supplied at the rate of 1900 gpm for washing. The aggregate storage bins have a capacity of about 90 c.y. and have multiple belt connections to: (a) the main belt supplying the concrete batching plant, (b) stockpiles, (c) specific size truck loading bins. Sand materials from the four different storage bins are placed on a blending belt and reblended and stockpiled for further use. All material is stockpiled by a portable long, high belt structure which carries the aggregate to a vertical baffle system in the center of the stockpile (see Fig. 6) that supposedly prevents segregation of any aggregate. (Not entirely convinced that segregation is eliminated; however, coarse aggregate reports show adequate material).

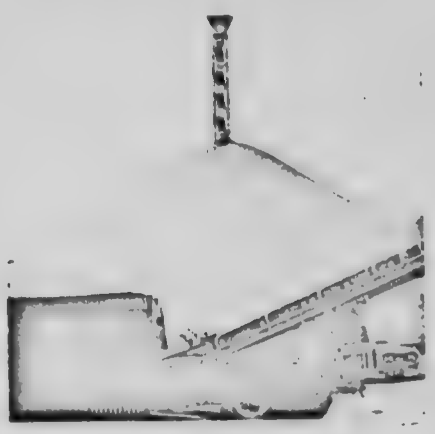


Fig. 6
Storage pile Baffle System for coarse aggregate. Coarse aggregate taken by belt to hopper & aggregate hits baffles when descending to pile.

There are eight natural aggregate storage bins available for concrete aggregate and two special storage bins. These are as follows:

1. 2-1/2" - 1-1/2"
2. 1-1/2" - 1"
3. 1" - 3/8"
4. 3/8" - 1/4"
5. 1/4" - 1/8"
6. 1/8" - No.28
7. No.28 - No.48
8. No.48 - No.200

Special bins: 1-1/2" - 3/4"
3/4" - 1/4"

It is obvious that this plant can supply any combination of aggregate necessary for the project. Accurate control of the fineness modulus of the sand is easily obtainable.

Aggregate Gradation Specifications

On this project the general aggregate provisions of the standard specifications prevail and these provisions indicate a gradation of aggregates from the 1-1/2" to 1/4". They do not, however, indicate a specific gradation breakdown of the two sizes required in the special provisions. Upon examination of the combinations of sand and coarse aggregate, a gap gradation may possibly be obtained from the 3/8" size down to the No. 4 sieve (Supplier confirmed this). The State now has a new specification which gives gradation requirements for two separate sizes of coarse aggregate. This control in most instances should eliminate any gap gradation, and it is recommended that the new specification be incorporated for all future jobs.

In considering concrete aggregate specifications in general it is felt that a gap gradation still could be obtained if the operator so desired in a plant such as this with the ultimate in control. This would be the extreme case, however, and it is not felt that this plant would attempt to do such a thing. This statement is only inserted to indicate a possible defect in specifications of this nature. A suggested solution would include a gradation curve from the coarsest material down to the finest (including sand), with a percent variation allowable and an allowance for the combination of any group of materials necessary to meet this specification. It is realized that this is a departure from the generally accepted procedure of separated size breakdowns; however, the proof of acceptability is still in the proper combination of all sizes into a homogenous mixture including a good distribution of all aggregate sizes.

From the operational point of view it would appear economically desirable to use as much standardization as possible when writing specifications in the Portland area. A review of the aggregate curves for sand, 3/4"-No. 4, and 1-1/2"-3/4" indicates the State closely correlates with AASHO (M6-51 and M80-51) and ASTM (C33-61T) on most gradations. ASTM appears to be more uniformly graded on the sand, and AASHO appears to be a little more well graded on the 1-1/2"-3/4". It would be desirable to consider using these standards with variations given in the special provisions where needed. This should reduce the need for many separate aggregate piles and lower the supplier's price of concrete.

This plant has lab facilities available at plant site. These lab facilities include a shaker and an oven for drying. They also have a lab technician on the job, continually checking all gradation requirements necessary in the aggregate production process. During production samples are checked (and recorded on aggregate sheets) up to four times daily to insure proper control. Fineness modulus and gradation are the items checked. It is interesting to note the plant superintendent has plotted four different specifications for sand only, utilized within the Metropolitan area of Portland. These specifications include State Highway, Corps of Engineers, City of Portland, and local architect and engineering specifications. All specifications vary slightly but generally assume similar shapes. These super-imposed charts point out the need for a common specification for all aggregates utilized for structural concrete and accepted by all engineering organizations.

Batch Plant and Sampling

Aggregate is taken to four storage bins in the batch plant. The sizes are 1-1/2"-1", 1"-No.4, 3/8"-No.4, and sand. Cement is stored at the batch plant in two separate storage bins, one being for commercial work and the other for State work. Air entrainment agent is added as a diluted solution during the batching operation. The materials are weighed out on a single scale in 3 cu.yd. and 2 cu.yd. batches for the 8 cu.yd. mixing trucks available at this plant. The material is batched and mixed approximately 30 seconds in the mixer at the plant and transferred by chute into the mixer trucks. Mixing is continued and the material is taken to job site.

The State samples all aggregate from the belt as it goes into the batch plant. This sampling method evolved because some stockpile samples have given inaccurate results. Apparently this was because of misinformation from the plant operators, who indicated the wrong stockpile. On this date, record samples were taken of all aggregates from the storage bin in the batch plant and were found to conform with specifications, except for sand. Results of the fineness factors are as follows:

Batch Plant and Sampling (cont.)

Aggregate	State sample 3/6/63	BPR record sample 3/6/63	State sample 6/10/63
Sand	2.99	3.29	2.73
CA 3/8" - 1/4"	5.95	5.95	
CA 1" - #4	7.01	6.84	
CA 1-1/2" - 1"	7.87	7.97	

Further conversation with the plant operator indicated a demand from commercial sources for "mason sand" (No. 30-) during some periods. Perhaps a bin of mason sand could be depleted (writer's opinion) during the blending operation and some nonspecification sand stockpiled. In any event it appears from the test results that continual testing for gradation should be performed during stockpile production and checked more frequently (say every 1000 cu.yd. of concrete produced for Federal-aid work).

The State has a calibrated aggregate chart for different quantities of concrete and various adjustments for moisture content which is utilized in determining the proper mix. The experienced inspectors and plant operators make moisture determinations (these are done visually and by previous day's experience) and proper corrections and verification is requested from the field engineers before any adjustment is made.

There is a remote possibility that the cement from the two storage bins might be mixed up or conceivably untested in the job mixes. In questioning the job personnel, this appeared to be very unlikely to happen. It is felt, however, that "grab" samples should be taken of the cement periodically to verify the material in the bin. The State is accepting this cement at the batch plant by the cement chemist's certification slip. These certificates indicate the number of barrels, the bin, the project number, and certify that the cement meets State standards. This means that there is not an inspector at the cement plant when the material is loaded into the trucks. The cement, however, is tested by the State prior to shipment and the test report is sent to the job the next day. The report indicates the bin and barrel and the project number, which are compared with the plant chemist's certification of the cement material batched the previous day. There is a minute possibility of a mix-up in storage bins and it is felt that the State should investigate a procedure for spot checking in order to assure the plant of continual inspection of the entire procedure.

The certificate number is recorded on the concrete billing slip, which is signed by the inspector and accompanies the driver to the jobsite. When at the jobsite, the truck driver gives this billing to the job inspector for the regular project records.

The last air entraining agent tested was October 17, 1962. It is felt that sampling should be more often because of storage deterioration and it is suggested that the State obtain more samples for testing.

Consistency of control

Because of the magnitude of concrete and prestressing accomplished in Portland, on some minor Federal-aid pours, plant inspection is not performed. Mr. DeSerano feels that only 5% of the pours are missed and he indicated that all important pours are inspected even if men must be borrowed from other engineering crews. Generally speaking, this procedure appears adequate and the concrete production seems to have a more consistent coordinated control than was previously (prior April 1962) experienced in the Metropolitan Area of Portland. Of significant mention of the control obtained in this area, the resident engineer has reduced the cement content to 5.6 sacks per cubic yard on this particular job. This reduction of cement content is the prerogative of the resident, and almost all jobs in Portland have some reduction below the State standard of 6.3 sacks per cubic yard. Record samples taken during the first day of this inspection indicate 28 day strengths as follows:

5200 psi
5100 psi
5310 psi
Slump 3"
Air 4.4%

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6008

BUREAU OF PUBLIC ROADS

Mr. A. W. Parsons, Division Engineer
Salem, Oregon

August 23, 1962

W. E. Lander, Bridge Engineer
Salem, Oregon

Results of Inspection-in-depth, dated 6-15-62,
Marquam Bridge Piers, Project I-5-6(30)301

Following is a tabulation of the results or changes effected by the State in accordance with recommendations made with the subject inspection-in-depth report, reference to which is made herein.

Major items summarized at the beginning of report:

(1) The resident engineer has given all of his project personnel instructions to read all of the pertinent chapters of the "AASHO Informational Guide on Project Procedures." In addition, the State bridge engineer will instruct the State's bridge construction field supervisors to require the same attention to this manual by all other bridge resident engineers' crews.

(2) The State bridge engineer has agreed that a suggested statewide meeting of bridge field engineers would be quite beneficial and will be seriously considered for a later date during the coming winter's slack construction period.

(3) The resident engineer has begun recording all information pertinent to this project in the project diary, rather than part of this being contained in a personal diary. The State bridge construction field supervisors will also make inquiries to assure that all other bridge resident engineers are properly recording information in the project diary.

(4) The bridge resident engineers are presently receiving plans and specifications as early as available, for their review.

(5) The State has adopted the general policy of specifying a minimum pile penetration, and prohibiting the use of a differential or double acting air or steam hammer on prestressed concrete piles.

(6) The problem of subcontracting and furnishing materials, with respect to the 50% requirement for work performed by the prime contractor, has been resolved by a joint conference with regional and division office personnel.

(more)

NOTED
P. M. STEPHENSON

Minor items contained in the body of report:

(a) The State bridge department is utilizing the cardboard posters which are available to serve notice of Title 18, US Code, Sect. 1020 (mimeographed copies used previously).

(b) The pile driving record for each shift is now being initialed by responsible inspector.

(c) A supplemental numbering system has been adopted by the resident engineer to indicate the chronological order of pile driving for each pier.

(d) Foot marks are being scribed on all precast concrete piles.

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AUG 13 1963

FOR FILING

6008

August 9, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Marquam Bridge
Labor Compliance
Project No. I-5-6(30)301

Dear Mr. Parsons:

Reference is made to Mr. T. Dee's memorandum of July 31 concerning apparent labor violations on the above project. I have made an investigation of the items contained in Mr. Dee's memorandum and find as follows:

1. Mr. Merrill was not shown on the Contractor's payroll for the day in which he was interviewed. This is due to an error by the Contractor's payroll clerk. The time was recorded correctly in the Contractor's permanent records but was omitted from the payroll. Attached you will find an amended payroll correcting this mistake.

2. Mr. Frank Ell reported to the interviewer that he was receiving $3.95 per hour when actually he was receiving $3.93. This is due to the fact that Mr. Ell is not aware of his exact rate of pay. The contractor's payroll clerk tells me that this is not uncommon since the hourly rate is not shown on payroll checks. Mr. Ell has been receiving this rate, which is union scale, since April 15 when it was raised from $3.83. The minimum rate for this class as determined by the Secretary of Labor is $3.73 for this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. M. Stephenson
Ass't. State Highway Engineer

CAG:dl
Attachment
cc: L. H. Young
C. H. Maison

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 7, 1963

SUBJECT: Marquam Bridge Piers
Contract 6008
Prefix 626-1069
Bridge No. 8328

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem 10, Oregon

Reference is made to the bureau's memorandum dated July 31, 1963, questioning labor compliance on the Marquam Bridge.

Ed Hardt has investigated these two irregularities, and a copy of his report is enclosed.

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR:mw

Enc.

cc: Mr. Ed Hardt

FORM E-30 50M 6-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 7, 1963

SUBJECT: Marquam Bridge Piers
Contract 6008
Prefix 626-1069
Bridge No 8328

To: Mr. Fred B. Klaboe
Metropolitan Engineer
Oregon State Highway Dept.
Portland, Oregon

Attn: Mr. A. A. Rear

With regard to the U.S.B.P.R.'s memorandum dated July 31, 1963 relative to labor compliance on contract 6008, Marquam Bridge Piers, I believe the following will clear up the matter.

1. Mr. Merrill was not shown on the Contractor's payroll for the day in which he was interviewed. This is due to an error by the Contractor's payroll clerk. The time was recorded correctly in the Contractor's permanent records but was omitted from the payroll. Attached you will find an amended payroll correcting this mistake.

2. Mr. Frank Ell reported to the interviewer that he was receiving $3.95 per hour when actually he was receiving $3.93. This is due to the fact that Mr. Ell is not aware of his exact rate of pay. The Contractor's payroll clerk tells me that this is not uncommon since the hourly rate is not shown on payroll checks. Mr. Ell has been receiving this rate, which is union scale, since April 15 when it was raised from $3.83. The minimum rate for this class as determined by the Secretary of Labor is $3.73 for this contract.

If any more information is required please advise.

Edward L. Hardt

Edward L. Hardt
Resident Bridge Eng'r.

Attch.

FORM E-30 30M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 7, 1963

SUBJECT: Marquam Bridge Piers
Contract 6008
Prefix 626-1069
Bridge No 8328

To: Mr. Fred B. Klaboe
Metropolitan Engineer
Oregon State Highway Dept.
Portland, Oregon

Attn: Mr. A. A. Rear

With regard to the U.S.B.P.R.'s memorandum dated July 31, 1963 relative to labor compliance on contract 6008, Marquam Bridge Piers, I believe the following will clear up the matter.

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If any more information is required please advise.

Edward L. Hardt
Edward L. Hardt
Resident Bridge Eng'r.

Attch.

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 31, 1963

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

Stephenson

SUBJECT: Marquam Bridge Labor Compliance
Project I-5-6(30)301

On June 14, 1963 two men were interviewed by our Area Engineer for labor compliance on the above project. The two men interviewed were Mr. Tim Merrill, operator 1 cu.yd. & over, receiving $4.33 per hour, and Mr. Frank Ell, piledriverman, receiving $3.95 per hour. We find that in the certified transcript of labor payrolls, Mr. Tim Merrill is not indicated on the payroll covering that date. Also, we find that Mr. Frank Ell is receiving $3.93 per hour rather than the $3.95 indicated during the interview. Please investigate these discrepancies and inform us of your findings.

Al Kiar – Please check into this matter and advise me
[illegible]

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1962

To: MEMO TO THE FILES

SUBJECT: Pier No. 5
Marquam Bridge
Pile Driving

A conference was held in the Metropolitan Division Engineer's office on Tuesday, July 17 regarding the pile driving operations at Pier No. 5 on the Marquam Bridge. The primary purpose of this meeting was to inform the contractor what must be done to complete the pile driving on this pier so that the foundation piling would be acceptable to the State.

The following persons were in attendance at the meeting:

Ed Lynch, P.K.S.
Bill Hitt, P.K.S.
Ken Johannsen, P.K.S.
Art Rydell, W.T. & B.
Vern Casey, W.T. & B.
Lou Larouche, W.T. & B.
Russ Stephenson, B.P.R.
Wayne Landers, B.P.R.
P. M. Stephenson, O.S.H.D.
L. P. Shaw, O.S.H.D.
A. A. Kear, O.S.H.D.
J. Chidsey, O.S.H.D.
Ivan Merchant, O.S.H.D.

Attached is a print of a Drawing, numbered 8324A, which indicates the work which must be done on various piling to make them acceptable and which piles are acceptable as driven. As indicated on this Drawing by the legend, there are 27 piles on which the contractor must spot his pile driving hammer and drive to additional penetration and the required bearing of 60 tons per pile.

Pile No. B-7 was broken in an attempt to extract the pile. This work was done under a Price Agreement at the request of the Bureau of Public Roads. The State will furnish the contractor 12" BP53# piling and will pay the contractor for driving this pile at the contract price. Any splicing necessary will be at the State's expenses.

NOTED
P. M. STEPHENSON

Pile No. D-8 was a pile pulled for examination purposes. The State will furnish a concrete replacement pile and pay the contractor for re-driving this pile.

Pile Nos. B-5, C-5, D-5, E-5, F-5, E-20, C-21 and F-21 will be replaced by 12"BP53# piling to be driven as indicated on the attached sketch as replacement piles. The State will furnish sections of the proper pile size to the contractor at Maintenance Yards in Portland with the understanding that the contractor will haul these piles to the job site and weld into suitable lengths at his cost, and drive them, also at the contractor's expense.

The items as listed above and the various operations were explained to the contractor as being the minimum required that would make the pier piling acceptable. The contractor was also notified that on those piles damaged in driving, any matted steel which would be below the top of seal concrete, with an allowance of approximately 2-foot for crown or overpouring of seal concrete, must be removed.

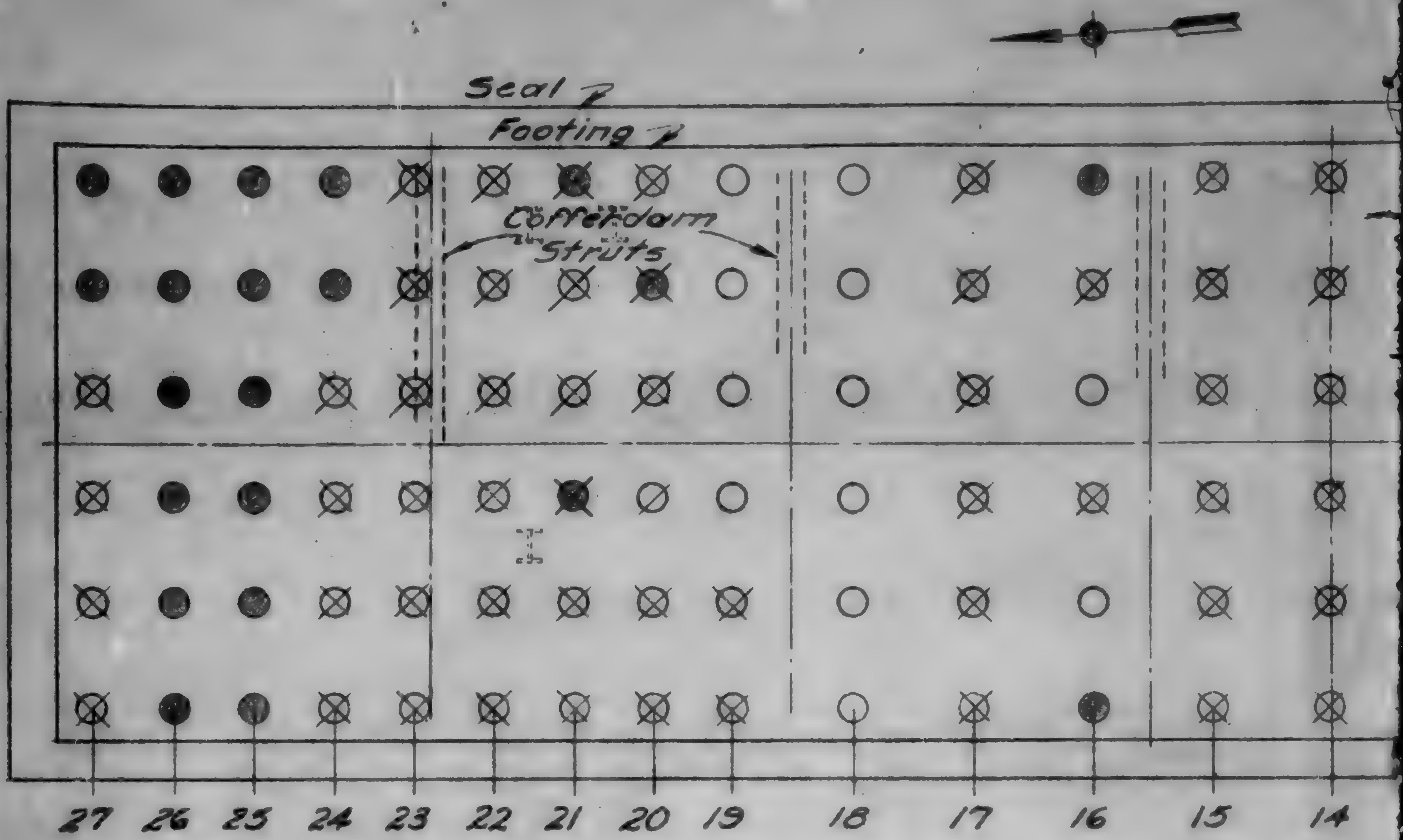
Ivan D. Merchant
Bridge Engineer

IDM:dl

Attach: Marked Copy of
Drawing #8324A

cc: P. M. Stephenson
Lloyd Shaw
Ed Hardt
Bureau of Public Rds.
Peter Kiewit Sons' Co. (2)

RECEIVED
JUL 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER


Seal ℄
Footing ℄
Cofferdam Struts
27
26
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14

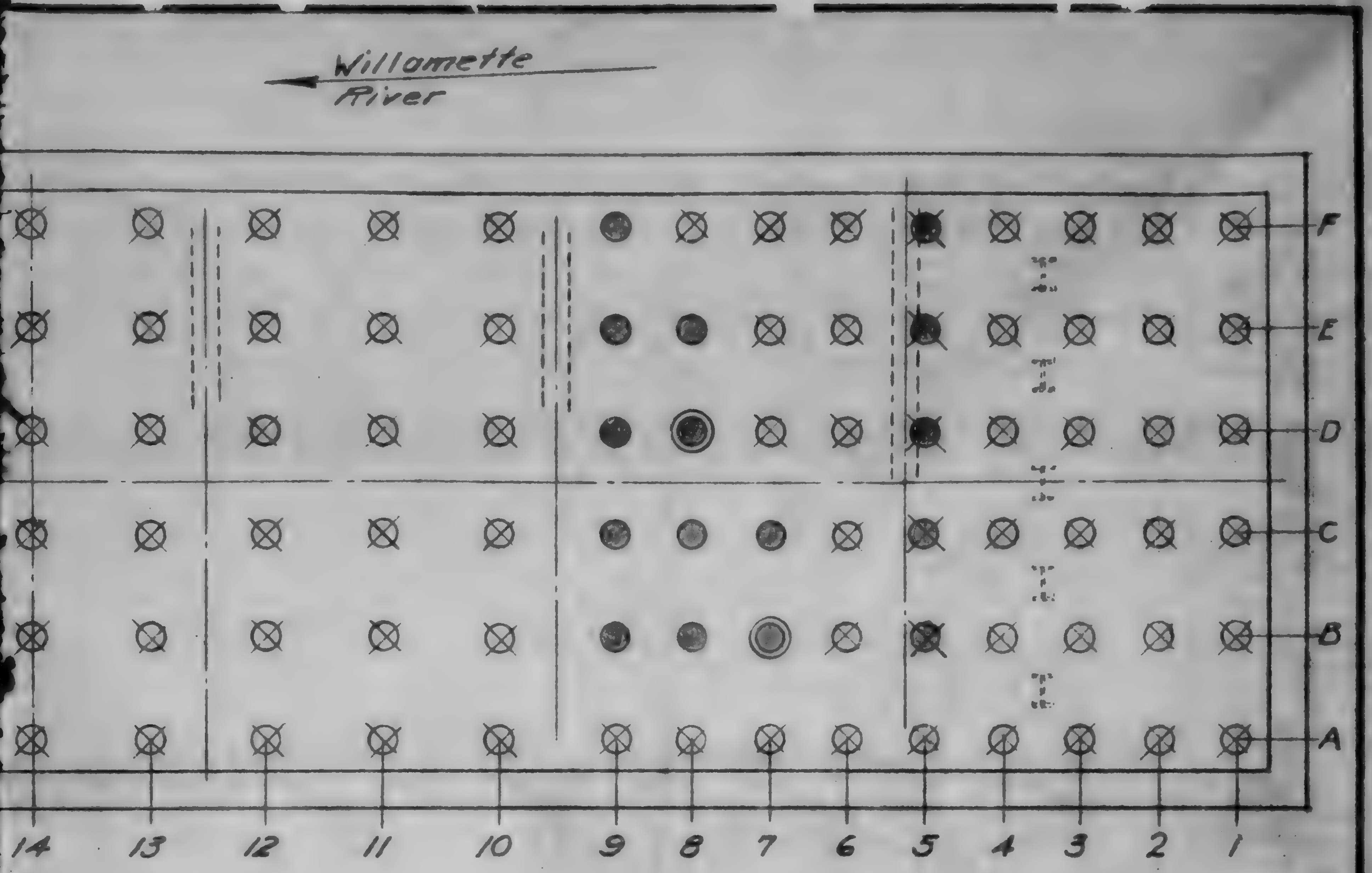
⊗ ACCEPTABLE PILES.

● PILES TO BE REDRIVEN.

⨂ PILES TO BE REPLACED WITH STEEL.
STATE TO FURNISH 12" BP 53# PILE SECTIONS
CONTRACTOR TO SPLICE AS REQUIRED
& DRIVE AT CONTRACTORS COST.

◉ PILE TO BE REPLACED WITH STEEL.
STATE TO FURNISH 12" BP 53# PILE SECTI
CONTRACTOR TO SPLICE AS REQUIRED
& DRIVE AT STATE EXPENSE.

◉ PILE TO BE REPLACED WITH CONCRETE.
CONTRACTOR TO FURNISH & DRIVE
AT STATE EXPENSE.


Willamette
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E.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MARQUAM BRIDGE
PIER 5

APPROVED:	DATE 7-16-62 BRIDGE NO. 8328
	DESIGNED
BRIDGE ENGINEER	DRAWN D.C. DRAWING NO. 8328

I

RECEIVED
MAY 16 1962

FOR FILING

May 15, 1962

Mr. Charles Donahue
Solicitor of Labor
United States Department of Labor
815 Mount Vernon Place, N. W.
Washington 25, D. C.

Dear Sir:

This is in reply to your letter of May 3, 1962, in which you raise the question as to the type of work engaged in by the "water derrick" which is being utilized on the construction of the Marquam Bridge Piers, Multnomah County, Oregon, Federal-Aid Interstate Highway Project I-5-6(30)301.

The water derrick in question is being utilized for numerous activities such as the driving of sheet piles for the construction of cofferdams, clam shell dredge excavation of material within the cofferdams and other activities in connection with the construction of the bridge piers. The only dredging being done by the clam shell which is mounted on the water derrick is in connection with the construction of the piers.

The specific wage rate which is in question as stated in our letter of March 26, 1962, is the "Generator Plant Operator" whose duties are operating and maintaining diesel generator units and tending deck machinery on the water derrick.

We solicit your interpretation in this matter so that we can advise the contractor whether or not the rate of $3.89 which he is now paying is correct for the work being done.

We trust this is the information which you need in order to render a decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AB:bb

cc: C. G. Polk
C. A. Gardner
V. G. O'Neil

RECEIVED

FOR FILING

6008

MEMORANDUM TO THE FILES

May 14, 1962

Marquam Bridge

Bridge no. 8328

Pier No. 5

Foundation Piling

On April 18 a meeting was held in the Metropolitan Division office regarding pile driving at Pier 5 of the Marquam Bridge.

This meeting was covered by my memorandum dated April 20. This meeting set up a test loading program requested by the contractor and at his expense.

Loading tests were applied to Test Pile No. 1 on May 2nd and on Test Pile No. 2 on May 4. The test pile loading is covered in a memorandum written by W. C. Hill and dated May 10. Both test piles failed at very low loads.

On May 8, a meeting was held in this office to determine a course of action under this contract, and at that time it was decided that a test loading project would be initiated to ascertain if the piling previously driven with the Super Vulcan 5000 hammer were driven to specification requirements. The Resident Engineer was notified of the proposed pile loading tests and instructed to advise the contractor that no more piling were to be driven with the Vulcan 5000 until the conclusion of this test loading project. The contractor had previously indicated that no further driving would be done with the McKiernan-Terry C-5 hammer.

A meeting with the contractor, State and BPR representatives was arranged for May 10 at 9:00 A.M. in the Metropolitan Division Office. Present at this meeting were:

Ed Lynch	Peter Kiewit Sons' Company
William Hitt	" " " "
Ron Johansen	" " " "
Vern Casey	Willamette Tug & Barge Company
Lou LaRouche	" " " "
Roy Tokerud	Bureau of Public Roads
Lloyd Shaw	OSHD
Al Rear	OSHD
Ed Hardt	OSHD
Ivan Merchant	OSHD

At this meeting the contractor was reminded of his obligation to drive piling, as required by the plans and specifications, and to the specification bearing. The contractor realizes this responsibility but would object to any further driving of piling driven with the Super Vulcan 5000 as the contractor contends the State determined the required load bearing values by formula in the driving operations. In this determination of required load bearing by formula revised energy ratings of the hammer were used in the formula to compensate for operating conditions prevailing. At no time did the hammer operate so that the full energy rating of 15,100 ft. lbs. per blow be used. The contractor was advised that piling driven with the McKiernan-terry C-5 hammer would not be acceptable.

The contractor is considering the purchase of a McKiernan-Terry C-8 hammer for the pile driving in the remaining piers 1,2,3 and 4. Because this hammer will not be available for about two months, the contractor wishes to complete driving pier no. 5 with the Vulcan 5000. The contractor was notified again that a test loading project was to be initiated on piles previously driven with the Vulcan 5000 and that upon completion of this test loading a determination would be made whether or not to permit the remaining piles to be driven with the Vulcan 5000.

An underwater examination of all piling driven has been made by Mr. Allison and Mr. Cunningham of the OSHD. As a result of this examination the contractor was directed to set up the test loading on the 7th row of piling from the South end of the pier. It is hoped that actual test loading can be started on May 17. The contractor has furnished his estimate of cost for the test loading and a Price Agreement and an Extra Work Order will be written to cover the cost. The Washington office of the Bureau of Public Roads had mentioned the advisability, in their review of the project, of test loading foundation piling to verify the 60 ton bearing used in design.

At such time as the test loading program is completed, the contractor will be advised as to the acceptability of piling driven with the Vulcan 5000 hammer and it's use in the remaining piles in pier no. 5.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:nl

cc: P. M. Stephenson
Lloyd Shaw
Ed Hardt
Bureau of Public Roads

NOTED
P. M. STEPHENSON

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. O. M. Stephenson

RECEIVED
APR 21 1962
FOR FILING

7 5-6 (30) 201

6008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1962

SUBJECT:

Marquam Bridge
Contract No. 6008
Bridge No. 8328

To:

MEMORANDUM TO FILES:

Plans and specifications for the Marquam Bridge Pier Contract calls for 13-inch octagonal prestressed precast concrete piling with a design load of 60 tons. Considerable difficulty has been encountered in the driving of piling at Pier No. 5 by the subcontractor for Peter Kiewit Sons' Company, The Willamette Tug and Barge Company.

To determine a course of action for the completion of pile driving at Pier 5 and for the remainder of the project, a meeting with representatives of the Highway Department was requested by the prime contractor. This meeting was held in the Metropolitan Division Office on Wednesday, April 18, with the following personnel in attendance:

Ed Lynch, Peter Kiewit Sons' Company
Bill Mitt, Peter Kiewit Sons' Company
Ron Johnson, Peter Kiewit Sons' Company
Art Reidel, Willamette Tug and Barge
Vern Casey, Willamette Tug and Barge
Lee LaRouche, Willamette Tug and Barge
Walter Wright, Shannon and Wilson
Bill Guest, McKiernan-Terry
"Herb" Gleason, George H. Philpott Company
Ray Tekerud, Bureau of Public Roads
Wayne Leaders, Bureau of Public Roads
Alfred A. Baur, Oregon State Highway Department
Ed Hardt, Oregon State Highway Department
Evan D. Marchant, Oregon State Highway Department

NOTED
F. M. STEPHENSON

Specifications for this project require the contractor to drive four test piling in each footing and after the driving an order list will be furnished the contractor for the remainder of the concrete piling. In the present instance, the order list for Pier 5 was 158- 90' piling. On his initiative, in order to not hold up the progress of the work, the contractor had ordered approximately 30, 95-foot piling.

At the present time 141 piling out of a total of 162 piling have been driven. The test piling and 121 additional concrete piling have been driven with a super Vulcan 5000 pile hammer. Prior to any driving the contractor had ordered a McKiernan-Terry C-5 pile hammer for use on this contract. Specifications require a hammer developing a minimum of 15,000- foot pounds of energy per blow. Both of the above hammers have this rated capacity, [illegible] according to the manufacturer's requirements.

During the initial stages of driving with the Vulcan 5000, the hammer was not operating at the required strokes per minute to develop its full-rated energy of 15,100-foot pounds per blow. Accordingly, the energy of the hammer was discounted according to literature published by the Vulcan Iron Works.

Of the 125 piling driven with the Vulcan hammer the average penetration below the bottom of the seal was 31.8' with a minimum penetration of 19', and a maximum of 46'. Of the 16 piling driven with the C-5, the average penetration was 13.2'; the minimum penetration 7', and the maximum penetration 21.1'. In all cases approximately two feet must be deducted from the above penetrations to give the actual pile length in the stream bed as the footing excavation was over-excavated by approximately two feet.

After driving 16 piling with the McKiernan C-5 pile hammer, it became apparent the pile driving operations were not satisfactory and the contractor was requested to remove this hammer from the project. This was done and driving was continued with the Vulcan 5000; however, the contractor at this time requested this meeting for a clarification of the pile driving procedures. The contractor's contention is that using the reduced energy rating of the 5000 hammer is not correct and that the full-rated energy of the hammer should be used regardless of the number of blows per minute.

It should be pointed out that of the 125 piling driven with the Vulcan, the contractor has made an under water inspection of 51 of these piling, and that of the 51 piling, 22 piling have been driven without damage, four piling have been chipped at the driving end, 12 piling have been broken at the driving end, and 13 piling have been broken with prestressed wires exposed at the driving end.

At the earliest possible time a complete examination of all piling in the pier will be made by Highway Department personnel skilled in skin diving.

The contractor claims overdriving of the piling with the two hammers involved, and wishes to set up a test pile loading program to check on the bearing capacity of piles driven.

In this meeting the suggestion was made that three piling be driven to be designated as Test Pile 1, 2, and 3. Test Pile 1 would be driven with the McKiernan-Terry C-5 hammer and driven to bearing only, with no regard for penetration. Test Pile 2 would be driven with the Vulcan 5000 hammer to bearing with no regard for penetration. Test Pile 3 would be driven with the Vulcan 5000 to a minimum penetration of 20' and the specification bearing of 60 tons, according to the method used in driving other piling with this hammer. The contractor is to work up the method of test loading the piling; however, he desires to submit it to the State for our review and recommendations. The test loading for determination of bearing values will be carried out according to Para. 2.3.6 of the standard specifications.

It is proposed to drive the three test piling on Monday, April 23, if possible so that the test loading program may proceed at the earliest possible time. In the loading tests, piles will be loaded according to the number of the test pile. At the completion of the loading tests on test piles (1) and (2) the results will be evaluated and at this time a determination will be whether or not to test load pile No. 3.

Provided there is no conflict with the work on the Fremont Viaduct, the State will loan the contractor loading equipment consisting of a 275-ton jack, gages, and pumps. The cost of the test loading program is to be borne by the contractor as it is the State's contention that he has not complied with the specification provisions for pile driving equipment. Every effort will be made by State personnel to assist the contractor in the test loading.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Peter Kiewit (2 copies)
Metropolitan Office
Mr. Ed Hardt
Bureau of Public Roads

RECEIVED
APR 2[illegible] 1962
OFFICE OF
[illegible]

RECEIVED
MAR 27 1962
FOR FILING

March 26, 1962

Office of the Solicitor
United States Department of Labor
815 Mount Vernon Place, N. W.
Washington 25, D. C.

Gentlemen:

We refer to Labor Decision No. AA-10502, dated October 25, 1961 for Oregon Federal-Aid Interstate Highway Project I-5-6(30)301, Marquam Bridge Piers, Multnomah County, Oregon.

This labor decision, under Power Equipment Operators, lists Generator Plant Operator (Diesel-Electric when required by employer) at an hourly wage rate of $3.89.

Question arises on the project as to the coverage of the classification, particularly under the following circumstances:

1. A subcontractor, Willamette Tug and Barge Company, under Peter Kiewit Sons' Construction Co., prime contractor, employs an operator of a generator plant for a "clam shell dredge" on their "water derrick", which operator's duties consist of "operating and maintaining diesel generator units and tending deck machinery", quoting from a letter from the Willamette Tug and Barge Company, and substantiated in the field by our engineer.

2. Referring to the Oregon AGC agreement with the Hoisting and Portable Engineers Local #701, particularly Article II, Section 1, the construction of "piers ..., including operation, maintenance and repair of land and floating plant equipment ..." is included under the agreement, and the classification in Group II, Generator Plant Operator appears pertinent to the operation concerned. Our prime contractor is a signatory to this agreement.

It is our belief that no additional classification is necessary to cover the subject operation.

We solicit your interpretation and advice in order that all parties concerned and their records be in compliance with pertinent federal regulations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

AB:bb

cc: C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

C. A. Gardner
Virgil G. O'Neil

RECEIVED
FEB 20 1962
FOR FILES

Subject 6008

2-15-62

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
~~6~~
6008

FO R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

2-15-62

ATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(30)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99
Construct Main Piers, Marquam Bridge over Willamette River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,968,104.00	$ 1,810,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer: February 15, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement, signed by a Highway Official, for the Marquam Bridge Section (Piers), Project No. I-5-6(30)301.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Marquam Bridge Section (Piers), Project No. I-5-6(30)301.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:lb

Federal Aid
Project No. I-5-6(30)301

Oregon State Highway Department

MARQUAM BRIDGE SECTION (PIERS) OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 24, 1962

Type Code X932
Piers for Marquam Bridge (Br. No. 8328)(Sta. A54+10 to Sta. A66+31.5)(Cont. 6008)

Shoring, Cribbing, etc.	All Required		$380,000.00
Structural Excavation	17,000 cu.yds.	$3.00	51,000.00
Structural Excavation Below Elevation Shown	1,000 cu.yds.	10.00	10,000.00
Furnish 13" Octagonal Prestressed Piling	60,310 lin.ft.	2.60	156,806.00
Drive Prestressed Piles	1,096 each	80.00	87,680.00
Seal Concrete	8,000 cu.yds.	19.00	152,000.00
Class "A" Concrete (14,740 cu.yds.)	All Required		650,000.00
Metal Reinforcement (2,362,000 lbs.)	All Required		288,000.00
Electrical Conduit	All Required		1,000.00
			$1,776,486.00

Utility Work

Work by Portland General Electric Co.	All Required	$ 12,700.00

Subtotal	$1,789,186.00
10% Engr. & Cont.	178,918.00
Total	$1,968,104.00

Length of Project - - - - - - 0.000 Mile

Federal Funds -	$1,810,000.00
State Funds -	158,104.00
	$1,968,104.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

MARQUAM BRIDGE SECTION (PIERS)

PROJECT NO. I-5-6(30)301

Estimated cost of work by the Portland General Electric Company.

Labor		$ 2,441.88
Materials		1,864.92
Contract Work		6,100.00
Contingencies		2,328.00
Billing Costs		25.00
		$12,759.80
	USE	$12,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(30)301

MARQUAM BRIDGE SECTION (PIERS) OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 9, 1961

Type Code X932
Piers for Marquam Bridge (Br. #8328)(Sta. 454+10 to Sta. 466+31.5)

Shoring, Cribbing, Etc.	All Required		$ 250,000.00
Structural Excavation	17,000 cu.yds.	$ 4.00	68,000.00
Structural Excavation Below Elevation Shown	1,000 cu.yds.	10.00	10,000.00
Furnish 13" Octagonal Prestressed Piling	60,310 lin.ft.	3.50	211,085.00
Drive Prestressed Piles	1,096 only	60.00	65,760.00
Seal Concrete	8,000 cu.yds.	35.00	280,000.00
Class "A" Concrete (14,740 cu.yd. at $75.00)	All Required		1,105,500.00
Metal Reinforcement (2,362,000 lbs. at $0.125)	All Required		295,250.00
Electrical Conduit	All Required		1,000.00
			$2,286,595.00

Utility Work

Work by Portland General Electric Co.	All Required		$ 15,000.00
	Subtotal		$2,301,595.00
	10% Engr. & Cont.		230,159.00
	Total		$2,531,754.00

Length of Project - - - - - - - - 0.000 Mile

Federal Funds -	$2,329,000.00
State Funds -	202,754.00
	$2,531,754.00

RECEIVED
1962

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1962

Portland General Electric Company
621 S. W. Alder Street
Portland 5, Oregon

Attention: Mr. Waldemar Seton

Re: Power Line Adjustments
Marquam Bridge Piers Section
Pacific Highway
Multnomah County
Project No. I-5-6(30)301

Gentlemen:

We refer to your estimate and sketch map, Job number 7334, Section No. 478, submitted to the Highway Department by you on January 8, 1962. In your estimate you indicate that a portion of this work is to be done by the contract method. Under the terms of PPM 30-4, paragraph 6b, it is necessary that the company indicate the reason why this method of doing the work is necessary. It is desirable that you indicate that the company is not equipped and does not have the facilities to perform the underwater work that is necessary with its own forces and that this method is in the best interest of the company and the State.

Your estimate and sketch map for the work has already been approved by the Bureau of Public Roads and the State as of January 15, 1962.

Please submit this additional information with a request that the contract method be used for this portion of the work.

NOTED
G. S.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh
cc: G. S. Paxson
I. D. Merchant

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1 26 1962

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 25, 1962

Portland General Electric Co.
621 S. W. Alder Street
Portland 5, Oregon

Attention: Mr. Waldemar Seton

Re: Power Cable Adjustment
Marquam Bridge Piers
Pacific Highway
Multnomah County
Project I-5-6(30)301

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of January 15, 1962.

Reimbursement for work performed subsequent to that date will be made subject to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Assistant Field Construction Engineer

CHB:bjh

cc: G. S. Paxson
R. L. Porter
C. G. Polk
I. D. Merchant
L. P. Shaw
L. H. Young
C. H. Maison
Edward Hardt

RECEIVED
JAN 26 1962

NOTED
G. S. PAXSON

RECEIVED
JAN 23 1962
FOR FILING
I-5-6(30)301
6008

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

file

DATE: January 19, 1962

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon
Att. I. D. Merchant, Bridge Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: T. Dec
District Engineer

SUBJECT: Utility Adjustment - Portland General Electric Co.
Marquam Bridge Piers - Project I-5-6(30)301

We hereby approve the agreement evidenced by the exchange of letters dated December 8, 1961, and January 8, 1962, between the State and the utility company.

Authorization to proceed with the work is granted as of January 15, 1962. Approval is subject to the provisions of PPM 30-4.

cc: Region

Young
Morgan

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1962

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-6(30)301

6009

January 15, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Marquam Bridge Piers
Contract No. 6008
FAP No. I-5-6(30)301

Dear Mr. Polk:

Peter Kiewit Sons' began work on the Marquam Bridge Piers on the Pacific Highway in Multnomah County, Contract No. 6008, FAP No. I-5-6(30)301, on January 9, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓
J. W. Nash
D. B. Parkes

RECEIVED
JAN 9 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 8, 1962

Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6008, awarded December 8, 1961, for construction of the Marquam Bridge on Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 11 1961
FOR FILING

December 13, 1961

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon

Re: Marquam Bridge Piers

Gentlemen:

Mr. Chester Irelan, of your firm, has requested a clarification of the requirements of the second paragraph on page 2 of the Permit of Entry, dated November 13, 1961.

If the Portland General Electric Company moves its submarine cables to the location shown on Drawing No. 17194, eight feet minimum distance from the southwest corner of the north footing of Pier 1, the State Highway Department will consider compliance by the Portland General Electric Company of its agreement to "clear the construction area of all underground or submarine cables or conduit," as set forth in the Agreement dated November 13, 1961.

The contractor for the State Highway Department will be bound by a section in the Special Provisions "Work to Be Done by Others," which states that "It shall be the contractor's responsibility to protect the cables in their revised location."

A copy of the Special Provisions, which will be a part of the contract, is enclosed for your information and use.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper

Enclosure

FORM E-30 50M 6-61 26681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland 13, Oregon

December 5, 1961

SUBJECT: P.G.E. Permit of Entry
Marquam Bridge Piers
Prefix: 26-1468

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Building
Salem, Oregon

Last Friday I discussed some details of construction of Marquam Bridge Piers with members of the Portland General Electric Company; namely, Chester Irelan, of their Land Department, and Tom Beasley, of their Construction Division. They expressed some concern about the wording of the Permit of Entry which states that the P.G.E. Company will clear the construction area of transmission lines, and they wished a clarification of the term "construction area". I explained that we showed our contractor the future location of the transmission cable, and that our contractor was required to protect the cable in this new location.

This cleared up the matter in the minds of those present, but they requested that I write them a letter outlining what is considered the construction area and also stating the obligations of our contractor. Since this Permit of Entry required high-leveled signatures, I have prepared a rough draft of an answer to their request and suggest that the reply originate in the Salem office. I also suggest that a copy of the Special Provisions for the Marquam Bridge Pier project be forwarded to the P.G.E. Company to satisfy their Legal Department.

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/dg
cc: John Scott

AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
15 1961
FOR FILING
CHESTER J. IRELAN
6008

PORTLAND GENERAL ELECTRIC COMPANY
[illegible]
PORTLAND 5, OREGON

December 12, 1961

FILE CONTRACT # 6008

State Highway Department
Salem, Oregon

Attention: Glen V. Sorensen,
Staff Attorney

Re: Power Line Adjustments
Marquam Bridge Piers Section
Pacific Highway
Multnomah County

METROPOLITAN ENGINEER
RECEIVED
DEC 1
Noted ☐ ☐ ☐ ☐ ☐
ME AME

Gentlemen:

We received your letter dated December 8, 1961, wherein you stated that it will be the obligation of the State to reimburse Portland General Electric Company for the cost of moving its cable (there are two submarine cables) under Policy and Procedure Memorandum No. 30-4 issued by the Bureau of Public Roads, and amendments and supplements thereto.

We have requested, through your engineer Al Rear, a letter from the State Highway Department stating that if Portland General Electric Company moves its submarine cables upstream to a location where there will be 8 feet distance from the southwest corner of the proposed cofferdam of the downstream pier, as shown on drawing 17194 Marquam Bridge-Footing Plan, the State Highway Department will consider said cables to be out of the construction area. Your office was also to furnish us an excerpt from the contract that was let to Peter Kiewit Sons Company to the effect the contractor would be responsible for any damages he might cause to our submarine cables in the construction of the piers.

We will appreciate receiving such a letter and excerpt from the contract so that we may proceed with the work of submitting to your office drawings showing the submarine cables as they are now located and as we plan to move them. At that time we will also furnish our estimate of the costs of moving the cables.

Very truly yours,

Chester J. Irelan
Manager Claims & Land

CJI:mab

cc: Al Rear
Edward Hardt

RECEIVED
DEC 15 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

RECEIVED
DEC 15 1961
OFF
STATE HIGHWAY

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 8, 1961

6008

C G Polk

FROM :C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-6(30)301

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6008 for Oregon Project I-5-6(30)301, Marquam Bridge Piers, Pacific Highway in Portland, to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $1,776,486.00 at the December 6, 1961 bid opening.

NOTED
P. M. STEPHENSON

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
FOR FILING

477 Cottage St. NE
Salem, Oregon

November 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project I-5-6(30)301

We have today approved the P. S. and E. documents for Oregon Project I-5-6(30)301, Marquam Bridge Piers, Pacific Highway in Portland.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that a satisfactory agreement has been made with Portland General Electric for modifying their facilities within the project limits.

Distr:
1cc: Region
Washington

Porter

RECEIVED
DEC 6 1961

FILING
I-5-6(30)301

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO 6008 : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

DATE: December 5, 1961

FROM : C. G. Polk, Division Engineer
08-35.2-DA
Salem, Oregon

SUBJECT: Oregon Project I-5-6(30)301, Marquam Bridge Utility Relocation

Staff Attorney Sorensen's November 28, 1961 letter requested advice concerning provisions in a permit issued by the U.S. Army Engineers to locate a Portland General Electric Company submarine cable in the Willamette River which now is to be moved for the Marquam Bridge piers.

The permit stipulates "That if future operations by the United States require an alteration . . ." such alteration will be made ". . . without expense to the United States, . . .".

We consider that the stipulation was not intended to preclude you from applying for and receiving Federal-aid highway funds to defray utility relocation costs since the ". . . Secretary of the Army . . ." is without jurisdiction to determine when and under what circumstances Federal-aid highway funds will be granted to any State. Furthermore, Interstate highway construction is a State operation, and Federal participation in the cost does not bring it within the cited provision.

Under the above circumstances, the Federal Government cannot request Portland General Electric to move the submarine cable. If your undocumented statement is correct that under Oregon law you are required to reimburse the utility for relocating even though it does not have a property interest in the land involved, then such costs are eligible for participation from Federal-aid highway funds in accordance with normal procedures.

[illegible]
Young

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1961

SUBJECT: File No. 28591 - Portland General Electric Company
East Bank Freeway Section
Pacific Highway
Multnomah County

To:
Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Ivan Merchant

Marquam Bridge

We forward, for your information, a copy of a Permit of Entry authorizing us to perform work on the Marquam Bridge piers, which will destroy certain improvements owned by the Portland General Electric Company.

WTW
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg
Attachment

cc Mr. L. I. Lindas

RECEIVED
NOV 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible] Street
Portland 13, Oregon

November 22, 1961

Portland General Electric Company
Electric Building
Portland 5, Oregon

File No. 28691 - PGE
East Bank Freeway Section
Pacific Highway
Multnomah County

Gentlemen:

A part of the construction of the Pacific Highway through the City of Portland will be the Marquam Bridge. The East end of this bridge and approach complex will require the use of some of Portland General Electric Company's property.

The State Highway Department will be awarding a contract for the construction of footings and piers for the Marquam Bridge early in December, 1961. Certain of this construction, as indicated on the enclosed maps (Marquam Bridge, 10-13-61, No. 17193, 17194, and 17195), affects Portland General Electric Company property.

This is being written for the purpose of requesting that Portland General Electric Company grant the Oregon State Highway Department and/or its contractors permission to enter upon that portion of property immediately adjacent to the footings as shown on the map for the purpose of constructing these footings and piers. As a part of this permit Portland General Electric Company also agrees that the State and/or its contractors may remove those improvements consisting of dolphins, pilings, floating walk, and dock including certain plumbing running from dock to shore that are in the construction area.

And it is further agreed that the remuneration to be paid Portland General Electric Company for such land, improvements, and damages, if any there be, shall be included and made a part of the settlement with Portland General Electric Company at the time of negotiations by the State Highway Department for the location of the Marquam Bridge Interchange complex on and over Portland General Electric Company property; and if such negotiations are not initiated by the State on or before January 1, 1963, and thereafter carried to completion or resolved in a condemnation proceeding within a reasonable period, the State shall negotiate the settlement for the taking of the footing area as set forth above or shall institute condemnation proceedings to settle same.

It is further agreed that as set forth in United States Department of Commerce, Bureau of Public Roads, Policy and Procedure Memorandum 30-4, that Portland General Electric Company and/or its contractors, subject to any necessary approval of the Secretary of the Army, shall remove, relocate, or otherwise clear the construction area of all underground or submarine cables or conduit and the State shall reimburse Portland General Electric Company for such costs as per said P.P.M. 30-4.

This permit shall become effective as of this date by the encorsement of the representatives of Portland General Electric Company and it is agreed and understood that this shall in no way prejudice the position of either party.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals.

PORTLAND GENERAL ELECTRIC COMPANY

A J Porter

ATTEST:

APPROVED:

L. I. Lindas
Chief Counsel

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

By
As Chairman

By
As Commissioner

By Glenn Jackson
As Commissioner

F-170(17) Athena-Blue Mt. Sta. Sec., 1962
Weston Sec., Ore.-Wash. Hwy.
#6009 (Grad., Pav. & Sign) Folder #3

Sub-Contractor
De Attley &
Overman Const. Co.

#6009

STATE COPY

Monthly transaction number 6-186	F PR-2A U.S. DEPARTMENT OF COMMERCE (8- -57) BUREAU OF PUBLIC ROADS	ate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Umatilla**
Project report number **11**	*(PPM 21-7)* 6-65	Project number **F-170(17)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,212,637.00**
Revised Federal funds	$ **758,443.67**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17 day of June, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

RECEIVED
1962
FOR FILING

6009

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM 2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Umatilla
PROJECT REPORT NO. 6		PROJECT NO. F-170(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 11 Athena N.E. 4.5 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	5.516
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,179,233.00	$ 742,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer July 18, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

July 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Athena - Blue Mountain Station Section, Project No. F-170(17).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:rm

June 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Athena - Blue Mountain Station Section, Project No. F-170(17).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ra

Oregon State Highway Department

Federal Aid
Project No. F-170(17)

[illegible]

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 28, 1962

Type Code (62[illegible])
2 Lane Roadway (Sta. 5+00 to Sta. [illegible]) (Sta. [illegible]) [illegible]
[illegible] to Sta. [illegible]) (Contract [illegible])

Clearing and Grubbing	All	Req. ([illegible])		$ 16,200.00
Drainage Excavation, Unclassified	2,971	cu.yd.	$ 1.00	2,971.00
General Excavation, Unclassified	325,000	cu.yd.	0.39	126,750.00
Short Overhaul	1,440,800	yd.sta.	0.01	14,408.00
Long Overhaul	36,900	c-yd.sta.	0.40	14,760.00
Finishing Roadbed and Slopes	All	Req. (637)		[illegible]
Rounding Cutbanks	10,300	lin.ft.	0.10	1,030.00
12-Inch Culvert Pipe	540	lin.ft.	3.00	1,620.00
18-Inch Culvert Pipe	1,510	lin.ft.	4.00	6,040.00
24-Inch Culvert Pipe	400	lin.ft.	6.50	2,600.00
36-Inch Culvert Pipe	150	lin.ft.	15.00	2,250.00
60-Inch Culvert Pipe	150	lin.ft.	30.00	4,500.00
22-Inch Arch Type Corrugated Metal Pipe	70	lin.ft.	6.00	420.00
8-Inch Metal Drain Pipe	80	lin.ft.	4.00	320.00
18-Inch Culvert End Sections	16	only	40.00	640.00
24-Inch Culvert End Sections	2	only	60.00	120.00
36-Inch Culvert End Sections	2	only	200.00	400.00
Class "A" Concrete in Box Culverts and Walls	396	cu.yd.	70.00	27,720.00
Metal Reinforcement in Box Culverts and Walls	66,000	lbs.	0.145	9,570.00
Metal Guard Rail	2,300	lin.ft.	2.20	5,060.00
Salvage and Reinstall Guard Rail	770	lin.ft.	1.10	[illegible]
Guide Posts, W-1	150	only	6.20	930.00
Guide Posts, W-2	78	only	7.00	546.00
Guide Posts, Y-1	240	only	6.00	1,440.00
Type 1 Fence	270	rods	6.10	1,647.00
Metal Snow Fence	4,800	lin.ft.	5.30	25,440.00
Coarse Crushed Material in Base	169,000	tons	1.20	202,800.00
3/4"-0 Material in Base	20,900	tons	1.30	27,170.00
Sprinkling	4,080	M-gal.	2.00	8,160.00
Preparation of Base	All	Req. ([illegible])		600.00
3/4"-0 Material in Binder Course	1,115	cu.yd.	2.35	2,620.25
MC-2 Asphalt	170	tons	50.00	8,500.00
Asphaltic Concrete Mixture	29,500	tons	3.44	101,480.00
Asphalt in Mixture	1,760	tons	30.00	52,800.00
Extra for Paving Approaches	36	only	40.00	1,440.00
Removal of Existing Sign Installations	All	Req. (17[illegible])		68.00
Road Sign Posts	All	Req. (79[illegible])		1,750.00

Type "[illegible]", "[illegible]" and "[illegible]" Signs in Place	216	sq.ft.	$ 3.20	$ 691.20
Type "[illegible]" Signs in Place	115	sq.ft.	3.15	362.25
Type "[illegible]" Signs in Place	1,314	sq.ft.	7.25	[illegible]
				$[illegible]

Flagging (37½% of Contractors Cost)	All Req.	([illegible])	$ 1,000.00
Signing (Temporary)	All Req.	(25%)	200.00
Seeding and Mulching	All Req.	(73%)	5,530.00
Salvage Snow Fence	All Req.		1,260.00
Paint Traffic Markers	All Req.	([illegible])	800.00
			$ 8,790.00

Utility Work

City of Athena (Water [illegible])	All Req.	$ 2,342.00
Athena - Weston T.V. Corp.	All Req.	1,045.00
		$ 3,387.00

Subtotal	$703,476.80
10% Engr. & Cont.	70,3[illegible].20
Total	$773,846.00

Length of Roadway 4.[illegible] Miles
Cost of Roadway per Mile $1[illegible],713.42

Type Code 6201
4-Lane Roadway (Sta. [illegible] to Sta. [illegible]) (Contract [illegible])

Clearing and Grubbing	All	Req. (22%)		$ 5,[illegible]40.00
Drainage Excavation, Unclassified	270	cu.yd.	1.00	270.00
Structural Excavation, Unclassified	32	cu.yd.	10.00	320.00
General Excavation, Unclassified	291,000	cu.yd.	0.39	113,490.00
Short Overhaul	942,100	yd.sta.	0.01	9,421.00
Long Overhaul	33,800	C-yd.sta.	0.40	13,520.00
Finishing Roadbed and Slopes	All	Req. (23%)		1,150.00
Rounding Cutbanks	7,500	lin.ft.	0.10	750.00
12-Inch Culvert Pipe	170	lin.ft.	3.00	510.00
18-Inch Culvert Pipe	220	lin.ft.	4.00	880.00
162-Inch Structural Plate Pipe, 8 Gage	240	lin.ft.	95.00	22,800.00
162-Inch Structural Plate Pipe, 10 Gage	160	lin.ft.	90.00	14,400.00
6-Inch Perforated Metal Drain Pipe	60	lin.ft.	3.00	180.00
Special Backfill in Drains	4	cu.yd.	6.00	24.00
Class "A" Concrete in Box Culverts & Walls	14	cu.yd.	75.00	1,050.00
Metal Reinforcement in Box Culverts & Walls	1,400	lbs.	0.145	203.00
Metal Guard Rail	3,800	lin.ft.	2.20	8,360.00
Guide Posts, G-1	45	only	6.00	270.00
Guide Posts, G-2	12	only	7.00	84.00
[illegible] Posts, [illegible]	2,800	lin.ft.	5.30	14,840.00
Coarse Crushed Material in Base	63,700	tons	1.20	76,440.00
3/4"-0 Material in Base	8,000	tons	1.30	10,400.00

Sprinkling	1,700 M-Gal.	2.00	$ 3,400.00
Preparation of Base	All Req. (23[illegible])		230.00
3/4"-0 Material in Binder Course	380 cu.yd.	2.35	893.00
MC-2 Asphalt	60 tons	50.00	3,000.00
Asphaltic Concrete Mixture	10,900 tons	3.44	37,496.00
Asphalt in Mixture	600 tons	33.00	19,800.00
Extra For Paving Approaches	10 only	40.00	400.00
Removal of Existing Sign Installations	All Req. (17[illegible])		68.00
Wood Sign Posts	All Req. (22[illegible])		950.00
Type "C","D" and "E" Signs in Place	106 sq.ft.	3.20	339.20
Type "[illegible]" Signs in Place	24 sq.ft.	3.15	75.60
Type "[illegible]" Signs in Place	36 sq. ft.	5.25	189.00
Type "A" Signs in Place	454 sq.ft.	7.25	3,291.50
			$365,734.30
Flagging (37½% of Contractors Cost)	All Req. (25[illegible])		$ 5[illegible].00
Signing (Temporary)	All Req. (25[illegible])		200.00
Seeding and Mulching	All Req. (21[illegible])		1,470.00
Paint Traffic Markers	All Req. (2[illegible])		[illegible]
			$ 2,3[illegible].00
Work by [illegible] Co(U[illegible] Co.)	All Req.		4[illegible].00
	Subtotal		$368,534.30
	10% Engr. & Cont.		36,852.70
	Total		$405,387.00

Length of Roadway - - - - - - - - - - - - 1.210 Miles
Length of 2 Structures - - - - - - - 0.078 Miles (Exceptions)
Total Length - - - - - - - - - - - - - 1.288 Miles
Cost of Roadway Per Mile - - - - - - $335,030.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	773,896.00	487,000.00	286,896.00
4-Lane Roadway	405,387.00	255,000.00	150,387.00
	$1,179,283.00	$742,000.00	$437,283.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 32, Laws 1920;
Chap. 528, Laws 1939.

State Funds For Maint: Chap. 528, Laws 1939.

ATHENA-[illegible]

PROJECT NO. F-170(17)

Estimated cost of work by the City of Athena (By Contract)

Work at Station [illegible]+50	$1,190.60
Work at Station [illegible]+15	1,152.10

Estimated cost of work by the Athena-Weston Television Corp.

Materials		$1,[illegible]7.85
Labor		[illegible].50
Equipment		[illegible]
	Total Cost	$2,[illegible],35
Project F-170(17)	52% of Total Cost	$1,[illegible].90
	Use	[illegible]
Project S-70(5)	48% of Total Cost	$ [illegible].45

Estimated cost of work by the Union Pacific Railroad.

Furnish labor and material to install crossing signs, whistle signs and cattle guards (Grade Crossing)	$460.00

Note: The balance of work items 1,2, 4 and 5, as set forth in UP agreement dated November 15, 1961, file 32481, will be covered under the Athena - Blue Mountain Station Section (Structures), Project F-170(18).

Oregon State Highway Department

Federal Aid
Project No. F-170(17)

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 7, 1961

Type Code 6201
2 Lane Roadway (Sta. ~~846+00~~ 858+00 to Sta. 1012+00)(Sta. 1080+00 thru Equa. 1150+82.51 = 1197+25.10 to Sta. 1200+00)

Clearing and Grubbing	All	Required (60%)		$ 3,000.00
Drainage Excavation, Unclassified	2,970	cu.yds.	$ 3.00	8,910.00
General Excavation, Unclassified	325,000	cu.yds.	0.46	149,500.00
Short Overhaul	1,440,800	yd.stas.	0.01	14,408.00
Long Overhaul	36,900	C-yd.stas.	0.35	12,915.00
Finishing Roadbed and Slopes	All	Required (60%)		6,000.00
Rounding Cutbanks	10,300	lin.ft.	0.15	1,545.00
12-inch Culvert Pipe	540	lin.ft.	2.50	1,350.00
18-inch Culvert Pipe	1,510	lin.ft.	4.50	6,795.00
24-inch Culvert Pipe	400	lin.ft.	6.00	2,400.00
36-inch Culvert Pipe	150	lin.ft.	7.50	1,125.00
60-inch Culvert Pipe	150	lin.ft.	32.00	4,800.00
22-inch Arch Type Corrugated Metal Pipe	70	lin.ft.	5.50	385.00
8-inch Metal Drain Pipe	80	lin.ft.	2.50	200.00
18-inch Culvert End Sections	16	only	35.00	560.00
24-inch Culvert End Sections	2	only	45.00	90.00
36-inch Culvert End Sections	2	only	100.00	200.00
Class "A" Concrete in Box Culverts and Walls	396	cu.yds.	50.00	19,800.00
Metal Reinforcement in Box Culverts and Walls	66,000	lbs.	0.14	9,240.00
Metal Guard Rail	2,300	lin.ft.	2.50	5,750.00
Salvage and Reinstall Guard Rail	900	lin.ft.	1.50	1,350.00
Guide Posts, W-1	155	only	6.75	1,046.25
Guide Posts, W-2	78	only	7.50	585.00
Guide Posts, Y-1	240	only	7.00	1,680.00
Type 1 Fence	270	rods	6.00	1,620.00
Metal Snow Fence	4,800	lin.ft.	4.50	21,600.00
Coarse Crushed Material in Base	169,000	tons	1.35	228,150.00
3/4" - 0 Material in Base	20,900	tons	1.50	31,350.00
Sprinkling	4,080	M-gal.	2.50	10,200.00
Preparation of Base	All	Required (60%)		1,800.00
3/4" - 0 Material in Binder Course	1,115	cu.yds.	3.75	4,181.25
MC-2 Asphalt	170	tons	44.00	7,480.00
Asphaltic Concrete Mixture	29,500	tons	3.55	104,725.00
Asphalt in Mixture	1,600	tons	40.00	64,000.00
Extra for Paving Approaches	36	only	30.00	1,080.00
Removal of Existing Sign Installations	All	Required (17%)		51.00
Wood Sign Posts	All	Required (70%)		3,080.00
Type "C", "D" and "E" Signs in Place	216	sq.ft.	4.20	907.20
Type "E" Signs in Place	115	sq.ft.	5.00	575.00
Type "A" Signs in Place	1,314	sq.ft.	7.50	9,855.00
				$744,288.70

Flagging (57½% of Contractor's Cost)	All Required (50%)	$ 1,000.00
Signing (Temporary)	All Required (25%)	200.00
Seeding and Mulching	All Required (79%)	5,530.00
Salvage Snow Fence	All Required	1,260.00
Paint Traffic Markers	All Required (80%)	800.00
		$ 8,790.00
Utility Work		
Pacific NW Telephone Co.	All Required	$ 2,000.00
El Paso Natural Gas (Pipe Line)	All Required	3,600.00
City of Athena (Water Lines)	All Required	3,000.00
Athena-Weston TV Corp.	All Required	600.00
		$ 9,200.00
	Subtotal	$762,278.70
	10% Engr. & Cont.	76,227.30
	Total	$838,506.00

Length of Roadway - - - - - - - - - - - ~~4.533~~ 4.306 Miles
Cost of Roadway Per Mile - - - - - - - ~~$184,978.16~~ 194,729.67

Type Code 6201
4-Lane Roadway (Sta. 1012+00 to Sta. 1080+00)

Clearing and Grubbing	All Required (22%)		$ 1,100.00
Drainage Excavation, Unclassified	270 cu.yds.	$ 3.00	810.00
Structural Excavation, Unclassified	32 cu.yds.	5.00	160.00
General Excavation, Unclassified	291,000 cu.yds.	0.46	133,860.00
Short Overhaul	949,100 yd.stas.	0.01	9,491.00
Long Overhaul	33,800 C-yd.stas.	0.35	11,830.00
Finishing Roadbed and Slopes	All Required (23%)		2,300.00
Rounding Cutbanks	7,500 lin.ft.	0.15	1,125.00
12-inch Culvert Pipe	170 lin.ft.	2.50	425.00
18-inch Culvert Pipe	220 lin.ft.	4.50	990.00
162-inch Structural Plate Pipe, 8 Gage	240 lin.ft.	100.00	24,000.00
162-inch Structural Plate Pipe, 10 Gage	160 lin.ft.	90.00	14,400.00
6-inch Perforated Metal Drain Pipe	60 lin.ft.	2.00	120.00
Special Backfill in Drains	4 cu.yds.	6.00	24.00
Class "A" Concrete in Box Culverts & Walls	14 cu.yds.	50.00	700.00
Metal Reinforcement in Box Culverts & Walls	1,400 lbs.	0.14	196.00
Metal Guard Rail	3,800 lin.ft.	2.50	9,500.00
Guide Posts, W-1	45 only	6.75	303.75
Guide Posts, W-2	12 only	7.50	90.00
Guide Posts, Y-1	90 only	7.00	630.00
Metal Snow Fence	2,800 lin.ft.	4.50	12,600.00
Coarse Crushed Material in Base	63,700 tons	1.35	85,995.00
3/4" - 0 Material in Base	8,000 tons	1.50	12,000.00
Sprinkling	1,730 M-gals.	2.50	4,325.00
Preparation of Base	All Required (23%)		690.00

3/4" - 0 Material in Binder Course	380	cu.yds.	$ 3.75	$ 1,425.00
MC-2 Asphalt	60	tons	44.00	2,640.00
Asphaltic Concrete Mixture	10,900	tons	3.55	38,695.00
Asphalt in Mixture	600	tons	40.00	24,000.00
Extra for Paving Approaches	10	only	30.00	300.00
Removal of Existing Sign Installations	All	Required (17%)		51.00
Wood Sign Posts	All	Required (22%)		968.00
Type "C", "D" and "R" Signs in Place	106	sq.ft.	4.20	445.20
Type "E" Signs in Place	24	sq.ft.	5.00	120.00
Type "J" Signs in Place	36	sq.ft.	9.00	324.00
Type "A" Signs in Place	454	sq.ft.	7.50	3,405.00
				$400,037.95
Flagging (57½% of Contractor's Cost)	All	Required (25%)		$ 500.00
Signing (Temporary)	All	Required (25%)		200.00
Seeding and Mulching	All	Required (21%)		1,470.00
Paint Traffic Markers	All	Required (20%)		200.00
				$ 2,370.00
Utility Work				
Pacific NW Telephone Co.	All	Required		$ 1,000.00
Work by OWRR & N Co. (UPRR Co.)	All	Required		20,655.00
	Subtotal			$424,062.95
	10% Engr. & Cont.			42,406.05
	Total			$466,469.00

Length of Roadway - - - - - - - - - 1.210 Miles
Length of 2 Structures - - - - - - 0.078 Mile (Exceptions)
Total Length - - - - - - - - - - - - 1.288 Miles
Cost of Roadway Per Mile - - - - $385,511.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 838,506.00	$528,000.00	$310,506.00
4-Lane Roadway	466,469.00	293,000.00	173,469.00
	$1,304,975.00	$821,000.00	$483,975.00

9

RECEIVED
JUN 29 1964
FOR FILING
[illegible]
6069

June 24, 1964

Mercer Steel Company, Inc.
2636 N. W. 20th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

Thank you for your letter of June 19 informing us that your claim for materials furnished to Snook Bros., subcontractor, in the amount of $786.90 has been paid.

You state this is in reference to your claim dated February 7, 1964, filed against Crick and Sons, Contracto No. 6069, for grading, paving and signing on Athena-Blue Mt. Station and Weston Sections on the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Ins. Company
B. M. Kales, Res. Agent
Crick and Sons

Commissioners

CWH:fkn

NOTED ON CARD

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
Phone 228-2511
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

June 19, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: Oregon State Highway Contract No. 6009
General Contractor - Crick & Son
Subcontractor - Snook Bros.

Gentlemen:

Our claim dated February 7, 1964 reference your acknowledgment dated February 11, 1964 on the subject job has been paid in its entirety.

Thank you for your cooperation with reference to this matter.

Sincerely,

Richard D. Hall

RICHARD D. HALL

RDH:mb

Cec
please reply
FQ

NOTED
FLOYD QUERY

RECEIVED
JUN 22 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 26 1964

FOR FILING

6009

March 25, 1964

Crick Co., Contractors
P. O. Box 306, Parkwater Station
Spokane 6, Washington

Attention: Mr. A. P. O'Connor

Gentlemen:

Reference is made to your letter dated March 19, 1964, requesting that payment of $11,500.00 withheld on final estimate, Contract No. 6009, be made.

Voucher in the above amount and dated March 18, 1964, has been prepared. It is being sent to the Secretary of State this date for payment and should be in your hands within a very few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]:mb

cc: L. P. Shaw

CRICK CO.

CONTRACTORS

SHARP & FANCHER WAY

P. O. BOX 306 PARKWATER STATION

SPOKANE 6, WN. KEYSTONE 4-2609

Shaw

March 19, 1964

Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

RE: Contract 6009

Dear Mr. Cooper:

Thank you for your letter of March 18, 1964, in which you stated that the Oregon State Highway Commission had approved an extension of time on the above contract, leaving only two days' liquidated damages to be assessed against our final payment.

May we respectfully request that payment withheld on our final estimate in the amount of $11,500 for 46 days at $250 per day, be made at this time.

Very truly yours,

CRICK CO.

A. P. O'Connor

APO:erb

RECEIVED
MAR 25 1964
OFFICE ENGINEERING
DIVISION

OFFICE OF
STATE HIGHWAY ENGINEER

Parker

RECEIVED
MAR 20 1964

FOR FILING

[illegible]

[illegible]

March 20, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

A post-final payment for $11,500.00 will be made to Crick & Sons, on contract #6009 for grading-paving-signing the Athena-Blue Mt. Station and Weston Sections of Oregon-Washington and Weston-Elgin Highways in Umatilla County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,168,885.64, including the post-final payment. Of the total, $3,602.05 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

cc: Crick & Sons
P. O. Box 306
Parkwater Station
Spokane 6, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 18 1964

FOR FILING

6009

March 13, 1964

Mr. A. P. O'Connor
Crick Co.
Post Office Box 306
Parkwater Station
Spokane 6, Washington

Dear Mr. O'Connor:

At its March 12 meeting, the Highway Commission approved an extension of time on Contract No. 6009, leaving two days liquidated damages to be assessed against your final payment.

This is in answer to your letter of March 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

CRICK CO.
CONTRACTORS
SHARP & FANCHER WAY
P. O. BOX 306 PARKWATER STATION
SPOKANE 6, WN. KEYSTONE 4-2609

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

March 9, 1964

State of Oregon
State Highway Department
Salem, Oregon

RE: Contract 6009
Athena-Blue Mt. Sta. to Weston

Gentlemen:

Reference is made to telephone conversation on February 14, 1964 between Mr. James Crick, Jr. and Mr. R. L. Porter, Deputy State Highway Engineer, in which it was mentioned that the request for an extension of time was being considered by the Board of Highway Commissioners and that they were tentatively planning on charging us for only two days of liquidated damages at $250 per day, or $500.

At the present time $12,000 is being withheld from our contract for liquidated damages. If a decision has been reached by the Board as to the definite number of days of liquidated damages charged against us, would you please advise and forward the remaining moneys withheld, at your earliest convenience.

Very truly yours,

CRICK CO.

A. P. O'Connor

APO:erb

RECEIVED
MAR 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1964
FOR FILING

March 12, 1964

Crick & Sons
P. O. Box 306
Parkwater Station
Spokane 6, Washington

Gentlemen:

The State Highway Commission, at its meeting on March 12, 1964, discussed with the Engineer your request for an extension of time on contract #6009. You requested 48 additional workdays within which to complete the grading-paving-signing on the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you 46 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
C. D. Hiatt
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
FEB 13 1964
FOR FILING

February 11, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 12, 1964 Meeting

Gentlemen:

Crick and Sons, contractor on the grading, paving, and signing project on the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County, Contract No. 6009, was charged 48 workdays over the allotted 170 and has requested an extension of time in the amount of 48 days.

The contractor gives the Teamsters' and Steelworkers' strikes during 1962 as two reasons for the extension. These did not affect his operations and are not valid reasons for an extension. A second, and valid, reason given was extra work required to fill an abandoned county road crossing. This amounts to two days.

Analysis of the project reveals that 97 per cent of the grading, all that could be finished until two structures under separate contract were completed, was accomplished by July 1, 1962. Forty-four days were charged between this date and September 4, 1962, when surfacing operations were started. The 44 workdays charged during this time represent a delay beyond the grading contractor's control and an extension of time for this amount is warranted.

We, therefore, recommend an extension of 46 days due to extra work and delay and an assessment of two days liquidated damage.

This will be presented at the March 12 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

GLD:fp bbc

RECEIVED
APR 3 1964
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

#2

Oregon State Highway Commission,
Salem, Oregon.

Date December 13, 1963

Gentlemen:

We, the undersigned, respectfully request an extension of 48 work days time, from May 29, 1963, to August 9, 1963, within which to complete our Contract No. 6009, described as follows:

Oregon-Washington and Weston-Elgin Highway
Athena-Blue Mtn. Station Section and Weston Section

The above request is based upon the following reasons:

Please see letter attached.

Respectfully submitted,

CRICK & SONS
Contractor

By James Crick Jr.
James Crick, Jr., Partner

CONSENT OF SURETY

Date December 13, 1963

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

R E Page
R. E. PAGE
Attorney-in-fact

(SEAL)

R E Page
R. E. "EDDIE" PAGE, INC.
Resident Agent

State Printing 97813

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6009 Contractor Crick & Sons

Highway Oregon-Washington and Weston-Elgin

Section Athena-Blue Mtn. Station Section and Weston Section

Kind of Work Grading, paving and signing

It is recommended that such extension be granted as requested under the following terms and conditions:

As outlined in the attached letter of transmittal.

APPROVED BY HIGHWAY COM

DATE March 17, 1964 for 46 workdays

Secretary

Recommended for Approval:

Division Engineer

G. L. Decker
Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6009
Project designation (State—Federal)	F-170(17) & S-76(5)
Date awarded	December 8, 1961
Work started	January 15, 1962
Per cent completed	100% 10-1-63 (Date)
Specified completion date	170
Previously extended to	
Extension requested to	48 days 10-1-63

CRICK CO.
CONTRACTORS
SHARP & FANCHER WAY
P. O. BOX 306 PARKWATER STATION SPOKANE 6. WN. KEystone 4-2609

LETTER TO JUSTIFY OUR REQUEST FOR AN EXTENSION OF TIME TO COMPLETE THE ATHENA-BLUE MOUNTAIN CONTRACT

Many factors and conditions caused this project not to be completed according to the contract time requirement of 170 working days. During the construction period several events occurred, over which we had no control, but which set back the anticipated progress. Among these were:

(a) A Teamsters' strike, which occurred during 1962; this strike stopped all work from May 28, 1962 to June 13, 1962;

(b) A Steelworkers' strike was called in 1962; this strike stopped all work from June 28, 1962 to July 23, 1962;

(c) We were given additional work, that of backfilling an abandoned county road crossing, but no extension of time was granted to perform this extra work. This work required one and one-half days with our scraper spread and two days with one dozer.

But let's assume that we had overcome all obstacles and had completed all the excavation, drainage and surfacing in the Fall of 1962 and had been ready for prime and oil operation at that time. Had this happened, then we would have been given a 100% shutdown order due to weather on September 27, 1962, as this was the end of any weather under which we could have carried on an oil operation. However, we were not given a 100% shutdown order on September 27, 1962, but were charged with twenty-five days after this date. We maintain that these twenty-five days should not have been charged, as they would not have been working days on which we could have performed oiling and paving operations. Also, had we carried on an accelerated program, it would have created a situation of "hurry up and then wait." No matter how fast we would have performed our work, we were bound and controlled by the progress of the concrete structures on the project, which contract was held by others. Had we finished all the work that was possible to complete in 1962, we still would have had to return and do approximately the same work that we did do in 1963, because the completion of the concrete structures controlled.

In preparing our bid on this project and prior to submission of our bid proposal, the completion date was discussed with representatives of the State of Oregon Highway Department. They informed us that in their opinion the contract time allowed was not sufficient because of the required bridge construction, and that since the bridge contract had not been advertised for bids at that time, it was most probable that the completion date would be extended. It seemed obvious from the start that the work on this contract had to be scheduled according to the progress of the overpass and the underpass. Our bid was prepared and submitted on that basis and construction was scheduled and performed on that basis.

After the award of our contract, work was delayed on building the railroad shoofly and the required embankments for the concrete structures. This delay and work stoppage was brought about because of the endless bickering by the Railroad Company about proper procedure and approval of details relative to the railroad protective insurance policies. This delay held up work for over two weeks in an area that was the key to the job completion.

Prior to submitting our bid on this project, we discussed the completion date requirements with State Highway officials in the Pendleton office, and were informed that the completion date of our contract was set up with the understanding that the bridges would be let at the same time as our contract, or at the latest at the next monthly letting. The bridge contract was not let on either date. Bids were received on our contract on December 6, 1960 but for some reason, not known to us, bids were not called for on the bridges until April 13, 1962. This delay in letting and awarding the bridge contracts made it impossible to complete our contract in the required 170 working days, as this time requirement was set up with the anticipation that the bridges would be let as stated above. According to the information we were given, the 170 working days on our contract were set up only on the basis that the bridges would be let at the same time as our contract and that once this schedule was not followed, we could not possibly meet the 170-day completion date. It is interesting to note that although both the undercrossing and the overpass were let as one contract, the completion date on the underpass was 160 work days and on the overpass 180 work days. The overpass completion date was actually later than our contract completion date.

After the underpass was completed and the Railroad Company had laid the new track and had removed the old tracks from the shoofly, we were then required to excavate the shoofly that plugged the newly-constructed highway. After excavating the shoofly and making the adjacent fill with the shoofly material, we then had to surface and pave this area. Had we gone ahead and completed all the other work on the project in 1962, we would have still had to move back with grading, surfacing and paving equipment in 1963 to finish this section of work. We do not believe this was the State's intent, nor was it our intent in the preparation of our bid.

According to our information, the overpass was accepted by the State on June 4, 1963. Our contract completion date was May 28, 1963, yet we had to finish the embankments adjacent to each end of the overpass and surface and pave them. It is obvious that our completion date of May 28, 1963 was an absolute impossibility, when work done by others was not given us to complete until six days after our contract completion date. We feel very strongly that we cannot be held to a completion date which is controlled and governed by another contractor's contract and operation, over which we have absolutely no control.

Due to the conditions and circumstances encountered as stated above, we respectfully request that we be given an additional forty-eight work days to complete our contract.

February 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Contract No. 6009
Project No. F-170(17) and
S-76(5)

Dear Sir:

Crick and Sons, contractor on the subject project, has requested an extension of time in the amount of 48 days; 170 days were set up for the project, and 218 days were charged.

The reasons presented by the contractor to justify the extension are as follows:

1. Teamsters' strike from May 28, 1962 to July 23, 1962.

2. Steelworkers' strike from June 28, 1962 to July 23, 1962.

3. Extra work of filling an abandoned county road crossing.

4. Conflict with two structures being built under separate contract.

Crick and Sons' contract was for surfacing and paving only. It was awarded December 8, 1961 with 170 workdays. Work was started January 15, 1962 and by July 1, 1962, 97 per cent of the grading was completed. This was everything that could be completed until the two structures were finished; 77 workdays had been charged.

The two structures were under separate contract with an April 13, 1962 award date. The undercrossing structure was allotted 160 workdays and was completed April 24, 1963. The overcrossing structure was allotted 170 workdays and was not completed until June 4, 1963.

Referring to the contractor's reasons for an extension:

1. The Teamsters' strike, from May 28, 1962 to July 23, 1962, delayed completion of work being done by the surfacing subcontractor in the State of Washington but did not affect work being done on this contract. It cannot be considered for an extension of time.

2. The Steelworkers' strike, from June 26, 1962 to July 23, 1962, did not affect work being done by Crick and Sons during this time, and he was charged a total of 16 days during this period, even though the structure contractor was not charged.

3. The extra work of filling an abandoned county road crossing required two days of near-full operation and is considered a valid reason for two days of extension.

4. The conflict with the two structures under separate contract was real. Surfacing was started on September 4, 1962 and by March of 1963, was practically shut down for lack of areas on which to place it. By working intermittently during March, April, and May, controlled by weather and bridge contractor's operations, the final grade finishing was completed. The level course and binder were completed on June 11, 1963, and paving also started about this time. The paving was completed July 20, 1963, at which time 203 workdays had been charged. Final workday (218 total) was charged on August 9, 1963.

From July 1, 1962 (at which time all possible grading was completed until structures were finished) until September 4, 1962 (the date surfacing was started), 44 workdays were charged the contractor. The September 4, 1962 starting date provided a continuous operation rather than a "move in and move out" procedure. We believe the 44 workdays charged during this time represent a delay beyond the contractor's control, and an extension of time for this amount is warranted.

While grading and surfacing operations were carried out in an expeditious and very cooperative manner, the signing and guardrail work was very slow.

We will recommend to the Highway Commission that an extension of 46 workdays be granted on this project. Two days would be for extra work and 44 days because of delay resulting from structure work. Two days would be assessed as liquidated damages.

May we have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

GLD:fp: ajw

FORM E-20 50M 8-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1964

SUBJECT: Request for Time Extension
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Contract No. 6009

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Crick and Sons, contractors on the above project, for an extension of time in the amount of 48 days, which is the amount of overrun.

The reasons presented by the contractor to justify the extension are as follows:

1. Teamsters' strike from May 28, 1962 to July 23, 1962.

2. Steelworkers' strike from June 28, 1962 to July 23, 1962.

3. Extra work of filling an abandoned county road crossing.

4. Conflict with two structures being built under separate contract.

Crick and Sons' contract was for surfacing and paving only. It was awarded December 8, 1961 with 170 workdays. Work was started January 15, 1962 and by July 1, 1962, 97 per cent of the grading was completed. This was everything that could be completed until the two structures were finished; 77 workdays had been charged.

The two structures were under separate contract with an April 13, 1962 award date. The undercrossing structure was allotted 160 workdays and was completed April 24, 1963. The overcrossing structure was allotted 170 workdays and was not completed until June 4, 1963.

Referring to the contractor's reasons for an extension:

1. The Teamsters strike from May 28, 1962 to July 23, 1962 delayed completion of work being done by the surfacing subcontractor in the state of Washington but did not affect work being done on this contract. It cannot be considered for an extension of time.

1/11

2. The Steelworker's strike from June 28, 1962 to July 23, 1962 did not affect work being done by Crick and Sons during this time, and he was charged a total of 16 days during this period, even though the structure contractor was not charged.

3. The extra work of filling an abandoned county road crossing required 2 days of near full operation and is considered a valid reason for 2 days of extension.

4. The conflict with the two structures under separate contract was real. Surfacing was started on September 4, 1962 and by March of 1963 was practically shut down for lack of areas on which to place it. By working intermittently during March, April and May, controlled by weather and bridge contractor's operations, the final grade finishing was completed. The level course and binder were completed on June 11, 1963 and paving also started about this time. The paving was completed July 20, 1963 at which time 203 workdays had been charged. Final workday (218 total) was charged on August 9, 1963.

From July 1, 1962 (at which time all possible grading was completed until structures were finished) until September 4, 1962 (the date surfacing was started) 44 workdays were charged the contractor. With the uncompleted structures controlling operations, the September 4, 1962 starting date was one to provide a continuous operation rather than a "move in and move out" one. We believe the 44 workdays charged during this time represent a delay beyond the contractor's control and an extension of time for this amount is warranted.

While grading and surfacing operations were carried on in an expeditious and very cooperative manner, the signing and guard rail work was very slow.

We therefore recommend an extension of time in the amount of 46 days be granted on this project, of which 2 days would be for extra work and 44 days because of delay resulting from structure work. This would still leave 2 days to be assessed as liquidated damages.

Rough drafts of letters to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc L. H. Young

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1964
FOR FILING

February 11, 1964

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall
Credit Manager

Gentlemen:

This is to acknowledge receipt of your claim letter dated February 7 stating that Snook Bros., owes you $786.90 for reinforcing steel and tie wire.

This appears to be in reference to the Crick and Sons Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

The surety on this project is St. Paul Fire and Marine Insurance Company through B. M. Kales, Resident Agent, Portland Branch Office, 2009 Lloyd Center, Portland. We will advise them that your claim has been received, and we will also send your claim to the Secretary of State for filing.

When your claim has been paid, please let us know so we can clear our records.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Ins. Co.
B. M. Kales, Res. Agent
Crick and Sons

Hon. Howell Appling, Jr.
Secretary of State

P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter

Commissioners

NOTED ON CARD
lc

CWH:fkn

RECEIVED
FEB 17 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

6009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 11, 1964

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall
Credit Manager

Gentlemen:

This is to acknowledge receipt of your claim letter dated February 7 stating that Snook Bros., owes you $786.90 for reinforcing steel and tie wire.

This appears to be in reference to the Crick and Sons Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

The surety on this project is St. Paul Fire and Marine Insurance Company through B. M. Kales, Resident Agent, Portland Branch Office, 2009 Lloyd Center, Portland. We will advise them that your claim has been received, and we will also send your claim to the Secretary of State for filing.

When your claim has been paid, please let us know so we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

RECEIVED
FEB 13 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 4067

FILED
FEB 1
HOWELL APPLING, JR.
SECRETARY OF STATE

St. Paul Fire & Marine Ins. Co.
B. M. Kales, Res. Agent
Crick and Sons
Hon. Howell Appling, Jr.
✓Secretary of State
P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

MERCER
STEEL CO., INC.

Reinforcing Steel and
[illegible] Specialties
PORTLAND, OREGON

February 7, 1964

State Of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

NOTICE

Notice hereby is given that the undersigned, Mercer Steel Co., Inc., has a claim for reinforcing steel and tie wire furnished to Snook Bros. in the sum of seven hundred eighty-six dollars and ninety cents ($786.90) against the bond taken from St. Paul Fire and Marine Insurance Company for the work of Oregon State contract No. 6009, Athena Blue Mountain and Weston Section.

It is our understanding that the general contractor is Crick Co., P. O. Box 306 Parkwater Station, Spokane, Washington.

MERCER STEEL CO., INC.
BY: Richard D. Hall
Credit Manager

RDH:mb
cc: Crick Co., Contractors

Snook Bros.

RECEIVED
FEB 10 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1964

FOR FILING

February 11, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen;

On November 8, 1963, we wrote to you concerning release of final payment on contract #6009, awarded to Crick & Sons, for grading-paving-signing the Athena-Blue Mt. Station and Weston Sections on the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

Final payment on this contract is $33,866.08 and the total contract amount is $1,160,987.69, including $3,602.05 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

cc: Crick & Sons
P. O. Box 306
Parkwater Station
Spokane 6, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 3 - 1963

FOR FILING

F-170 (17)

9

December 3, 1963

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

Semi-final payment on contract #6009 for grading-paving-signing the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, will be released immediately.

This payment of $26,701.15 reduces the retained percentage to $34,748.03.

You have previously been advised of claims filed with us, which have since been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

cc: Crick & Sons
P. O. Box 306
Parkwater Station
Spokane 6, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 6 1964

FOR FILING

FORM 2-20 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 2, 1963

SUBJECT: Signing Matters
Athena-Blue Mt. Section
Weston-Elgin Highway

To: Lloyd Shaw
Asst. Highway Engineer
BUILDING

The following are very brief recommendations to various signing matters on the section of highway mentioned above. However, before any action is taken on these problems, it is recommended that representatives from the County-City and the Division Office contact official representatives of the City of Weston concerning these matters.

To make cross-reference easier I will refer to these items by paragraph numbers as has been done in previous correspondence.

Paragraph #1 - See Sign Drawing No. S-192:

Increase the size of the route shield (Sign #11) from 2' to 3'. Leave Sign #3 as it is. Install a duplicate of this sign 400' in advance of the intersection.

Increase the size of the route shield (Sign #9) from 2' to 3'. Carry the centerline stripe to a point somewhat past the end of the island. Paint a shoulder stripe around the inside of the entire curve.

Install signing for Walla Walla on existing Sign #2.

Paragraph #2 -

This signing has been taken care of.

Paragraph #3 -

Install "STOP" sign to stop traffic on the old Oregon-Washington Highway.

Paragraph #4 -

Leave as is.

Paragraph #5 -

Leave as is.

Paragraph #6 -

Multiple sign posts are being replaced by a single steel column. This will at least remove some of the posts presently in the way.

A flatter curve would certainly provide better traffic operation, but apparently the nearness of the railroad tracks almost eliminates this possibility, at least for northbound traffic. Conditions of terrain at the exit for southbound traffic are not known, however, if it is possible to flatten this curve without too much expense it would be worthwhile.

Paragraph #7 -

It is recommended that this intersection be left as is since any modification to bring traffic into the highway at right angles would create two nearby intersections. This condition would be awkward to sign and the benefit obtained, in this instance from right angle entry, would not be great enough to warrant the expense of revising the existing signing and delineation plus the necessary removal of channelization.

Paragraph #8 -

Any action removing the word "Weston" from Sign #11 (Drawing #S-188) should be deferred until the City of Weston has been contacted. If the distance on the sign is incorrect it should then be changed as soon as possible.

I am also attaching to this letter a set of the signing plans with the recommended revisions shown in red. Where it was recommended that no action be taken, nothing has been shown on these plans.

F B Crandall

F. B. Crandall
Traffic Engineer

LEG:njc

Attachments

RECEIVED
DEC 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1963

FOR FILING

6009

November 20, 1963

Mr. Miller W. Rayborn

Weston, Oregon 97886

Dear Mr. Rayborn:

Reference is made to your letter of October 25 in which you reiterated some problems previously mentioned in correspondence with this office.

Our Division office in La Grande advises that Mr. Coulter, Assistant Division Engineer, met with you and other members of the Weston Chamber of Commerce Highway Committee on the afternoon of November 6. At the present time the various questions and problems brought out by your committee are being investigated.

The Chamber of Commerce will be advised of the results of this investigation when completed. You may be assured that every reasonable effort will be made to alleviate any traffic hazard or confusion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
Tom Edwards
A. F. Parson

HSC:dj: ajw

REFERRED TO
DEPUTY STATE HIGHWAY ENGINEER

Weston, Oregon.
Oct 25, 1963.

Ore. State Hiway Com.
Salem, Oregon.

REFERRED TO
Forrest Cooper
BY SECRETARY

Dear sirs.

I recieved your reply some time ago in regard to some corrections on the intersections to the new piece of Hiway 11. How soon will some of these be done. Our foggy season may not be far off and the poorly places signs are sure to cause some trouble as they make considerable confusion in good driving.

Why were the sign posts placed on the paved surface different than any of the other pieces of new major hiway. They are in wonderful places for accidents in the fog! There are *no* exit signs you have omitted any signs to the Spout Springs Ski Areas. This is one of Oregons best recreation areas and should have recognition. The Olympic trainings will be held here this season and some cars coming now in their preparation are driving past and have to backtrack.

How soon can some of the errors be corrected which will make this new piece of hiway a pleasure to use.

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely Yours
Millie M Rayburn

I have been appointed on the road committee from the Weston Chamber of Com and we are anxious to have the information. M.M.R.

FORM E-30 30M 2-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 13, 1963

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT:

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
Salem

L

With regard to correspondence from the Weston Chamber of Commerce relative to traffic problems near Weston, we are submitting the following report.

On the Afternoon of November 6, I met with Mr. Haney, Secretary, Weston Chamber of Commerce, and three members of the Chamber's Highway Committee. The following tabulation is in essence the items discussed in about the order in which the discussion took place.

1. At the junction of the "WF" line with the old Oregon-Washington Highway, traffic headed west on the Weston-Elgin Highway and wanting to get on the new highway headed both north and south, seems to get lost. Reportedly there has been several accidents at this location.

2. All existing signing directs traffic fairly well to Tollgate but there is nothing to indicate to the motorists what route they should follow to eventually arrive at Spout Springs. It was the unanimous opinion of the four men present that because Tollgate is a private camp, not open to public travel and that Spout Springs which not only has its ski area but also a subdivision of 45 homesites recently made by the U.S.F.S. for leasing by individuals, more people need to know the way to Spout Springs than to Tollgate. This committee requested that "Spout Springs" be added to all signs where applicable and that if the present practice would not allow this addition, then this name should be substituted for "Tollgate". They would like this correction or addition to the signing to occur, if possible, prior to the commencement of the United States Olympic Training sessions which will start on or about December 1, 1963. ✓

3. Several near accidents have occurred in the vicinity of the old connection between the Weston-Elgin Highway and the Oregon-Washington Highway. ✓

4. The need for signs directing traffic to "Blue Mtn. Station" was questioned. ✓

5. It was the opinion of this group that signs indicating "Next Right" would be better than "Next Jct.". ✓

6. These people think the south-bound exit curve at the channelization for the Weston-Elgin Highway - Oregon-Washington Highway junction is much too sharp. ✓

NOTED
LLOYD P. SHAW

Noted
Edwards

7. These men believe the channelization at the crossing of the new and old highways about one mile east of Athena should be modified to allow safer entrance onto the new facility. Existing traffic, particularly truck, cannot follow the channelization as designed safely.

8. This committee thinks that the sign indication Weston - 5 miles should be removed. They pointed out the next sign about 0.4 mile down the highway states "Weston Jct. ½ mile" followed by arrows showing traffic how to arrive at Weston and that following this routing the distance is only about 3½ miles. The distance to Walla-Walla could be substituted for the distance to Weston.

No assurance was given these men that any changes would be made relative to these items but that all would be seriously considered. We are preparing a report on the specific items with some recommendations for improvement.

A. F. Parson
Division Engineer

By

Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj

NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
November 4, 1963

Athena-Blue Mountain Station
and Weston Sections
Oregon-Washington and
Weston-Elgin Highways

Mr. A. F. Parson
Division Engineer
La Grande

We received a complaint from Miller W. Rayborn of Weston, by his letter of September 1. This was in regard to the area near the "junction of 204 and 11".

Mr. Edwards, by assignment to you (No. 1593), requested a draft of a reply to Rayborn. This completed assignment was received during Mr. Edwards' attendance of WASHO at Denver and the letter prepared from the draft was sent to Rayborn by the undersigned.

Now, under date of October 25, we receive another letter from Rayborn asking when the revisions indicated in our reply to his September 1 letter would come to pass and questioning the sign installation. A copy of Rayborn's letter is attached hereto.

Will you please clear up this matter and draft another reply to Rayborn.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Salem, Oregon
October 29, 1963

Athena-Blue Mountain Section
Oregon-Washington Highway

Mr. A. F. Parson
Division Engineer
La Grande

The attached copy of a letter from Earnest Haney, Secretary, Weston Chamber of Commerce, requests a representative of the Highway Department to meet with the Road Committee to discuss several matters on the subject section and highway.

Will you please arrange to have someone contact Mr. Haney and his group at the earliest convenient date.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc R. L. Porter
copy To Morgan 11-13-63

Telephoned C.D. Canon 2:07 PM 10-29-63 — he will call Haney at once.

REFERRED TO
MR. Cooper
BY SECRETARY

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Weston, Oregon.
Oct. 21, 1963.

Doc Parsons should take this. Let me know the results please
ELP

State Highway Commission.
Salem, Oregon.

Dear Sirs:-

At the Oct. 16th meeting of the Board of Directors of the Chamber of Commerce a discussion was held about the new Athena-Blue Mt. section of Highway and it was suggested that we ask the Commission to send a representative here to meet with our road committee that we might point out a number of things that we think should be corrected.

If you should send some one from Pendleton or La Grande we would be glad to arrange a date convenient to both of us.

Respectfully yours.
Weston Chamber of Commerce.
Earnest Haney.
Secretary

Copy To Morgan 11-13-63

RECEIVED
OCT 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 22, 1963

Section Athena-Blue Mt. Sta. & Weston Sects.

Kind of work Grading, Paving & Signing

Highway Ore.-Wash. & Weston-Elgin County Umatilla

Section prefix 30-1086

Contractor Crick & Sons

Contract number 6009

Date of contract December 8, 1961

Specified work days 170

Date work started January 15, 1962

Work days used 218

Project authorization $1,348,771.22

Exclusive of engineering $1,252,858.60

Per cent of time elapsed 128.2 %

Estimated cost of completed project, exclusive of engineering . . . $1,203,676.05

Estimated per cent underrun . . . 00.9 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $95,912.62

Engineering cost to date $133,323.20, 139 %

Date project was completed October 1, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this section was submitted to the La Grande Division Office on Thursday of this week.

This will be the final report for this section unless further checking is required.

NOV 26 1963

Signed C L Hiatt

Address Resident Engineer-Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.65	6.65			6.65
Miles partially completed					
Miles completed	6.65	6.65			6.65
Total estimated quantities (contract)	653,300 CY	287,700 Ton			44,700 ton
Total quantities corrected to date	683,468 CY	296,211 Ton			42,001 ton
Estimated quantities moved or placed to date	683,468 CY	296,211 Ton			42,001 ton
Average daily quantities This week	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Pt. cloudy		
Tuesday	Cloudy-lt. rain		
Wednesday	Lt. rain-cloudy		
Thursday	Overcast-cool		
Friday	Cloudy-showers		
Saturday			

RECEIVED
NOV 8 1963
FOR FILING

6009

November 8, 1963

St. Paul Fire & Marine Ins. Co.,
Pacific Department
400 Mills Bldg.,
San Francisco 6, California

Gentlemen:

Contract #6009 awarded to Crick & Sons, for grading-paving-signing the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, was completed November 1, 1963, and accepted by the Highway Commission on November 5, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 15, 1963.

You have previously been notified of claims filed against this contract, which have since been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

cc: Crick & Sons
P. O. Box 306
Parkwater Station
Spokane 6, Washington

cc: L. H. Young
C. H. Maison
Attn.: John Hetz

RECEIVED
NOV 8 1963
FOR FILING

F-170 ([illegible])

6009

November 6, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 1 on Contract No. 6009. The contract was with Crick & Son and was for grading, paving, and signing on the Athena-Blue Mountain Station Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
NOV 5 1963
FOR FILING

[illegible] (17)

6009

November 5, 1963

Mr. J. T. Monahan
Attorney at Law
8 N. E. 5th Avenue
Milton-Freewater, Oregon

Dear Mr. Monahan:

Thank you for a copy of your letter dated November 1 addressed to the Secretary of State on behalf of J. E. Olinger and Sons stating that their claim in the amount of $708.53 plus interest has been paid in full.

Our records indicate this to be in connection with the Crick and Sons Contract No. 6009 (Perkins Construction Company, subcontractor) for grading, paving and signing on Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

This information is being noted in our records and we will advise the surety and the contractor that this claim has been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Ins. Company
Pacific Dept.
200 Mills Building
San Francisco 6, California
Attn: J. M. Homer

B. M. Kales, Res. Agent
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

Crick & Sons
P. O. Box 306 - Parkwater Station
Spokane 6, Washington

Commissioners

CWH:fkn

NOTED ON CARD
LC

COPY

This is a copy of a letter in a matter in which you are interested which is being sent you for your information.

J. T. MONAHAN
ATTORNEY-AT-LAW
8 N. E. 8TH AVENUE
MILTON-FREEWATER, OREGON

PHONE WEbster 8-7473

November 1, 1963

State of Oregon
Department of State
Salem 10, Oregon

Attn: Mr. George Stevens,
Public Record Section

Re: Your File No. 4030
J. E. Olinger & Sons
Milton-Freewater, Oregon -
Crick & Sons - St. Paul Fire
and Marine Insurance Co.
Contract No. 6009

Dear Mr. Stevens:

On October 7, 1963, we filed a Notice of Claim on behalf of J. E. Olinger & Sons in the sum of $708.53 plus interest.

The purpose of this letter is to release the above mentioned claim for the reason that the same has been paid in full. Should J. E. Olinger & Sons be required to file a formal release in this matter would you please advise.

Sincerely yours,

John U. Grove

John U. Grove

JUG:eh
cc: State Highway Commission
Crick Co.

Clc please handle
TG

NOTED
C. W. HEAD

RECEIVED
NOV - 4 1963
OREGON
STATE HIGHWAY COMMISSION

CRICK CO.

CONTRACTORS

SHARP & FANCHER WAY

P. O. BOX 306 PARKWATER STATION

SPOKANE 6, WN. KEYSTONE 4-2609

October 31, 1963

COPY

J. E. Olinger & Sons
216 S. Columbia
Milton-Freewater, Oregon

Gentlemen:

Enclosed please find our check in the amount of $776.14 in payment of claim which has been filed with the Secretary of State by J. T. Monaghan, Attorney at Law, on your behalf against Crick & Sons as prime contractor on contract No. 6009 on the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, for the account of Perkins Construction Co.

This represents the $772.28 amount of claim, plus $3.86 interest for the month of October, for the total stated above.

Will you please release claim No. 4030 filed October 7, 1963 with Howell Appling, Jr., Secretary of State, and notify the Oregon State Highway Commission that such claim has been paid in full.

Please send us notification to the effect that you have done this.

Very truly yours,

CRICK CO.

A. P. O'Conner

APO:erb
cc: J. T. Monaghan, Attorney at Law
C. W. Head, Assistant Secretary

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 1 1963
FOR FILING

FORM E-30X—90M—8-62 48909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1963

6864

SUBJECT:

To: Mr. A. F. Parson, Division Engineer
Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

This is to advise you that the following section of highway has been completed and opened to traffic:

Section Athena-Blue Mountain Station

Highway Oregon-Washington, No. 8

County Umatilla Cities Athena and Weston

Pursuant to an abandonment agreement between the State, Umatilla County, and the Cities of Athena and Weston, dated December 12, 1960, jurisdiction over and maintenance of Units A, C, & E of the old right of way shall be accepted by County, Unit B by City of Athena and Unit D by City of Weston. State shall place the old highway in serviceable condition.

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right of way to the county or cities, please contact them to inspect and correct any deficiencies in the old highway before it is turned over to them.

H. S. Cox
H. S. Cox by Don Harvell
County and City Engineer

cc: I. A. DeFrance
L. C. Smitton, DMS
H. S. Cox

NOTED
LLOYD P. SHAW

RECEIVED
OCT 14 1963
FOR FILING

October 11, 1963

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Attention: J. M. Homer, Supt.
Bond Claims Dept.

Gentlemen:

Attached is a copy of a claim in the amount of $772.28 plus interest which has been filed with the Secretary of State by J. T. Monahan, Attorney, on behalf of J. E. Olinger and Sons for hardware supplies furnished to Perkins Construction Company, subcontractor.

The claim~~s~~ states this is in reference to the Crick and Sons Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

This information is provided as your company is listed as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn
cc J. T. Monahan
Attorney at Law
8 N. E. 5th Avenue
Milton-Freewater, Oregon

B. M. Kales, Res. Agt.
2009 Lloyd Center
Portland, Oregon

Crick & Sons
P. O. Box 306 - Parkwater Station
Spokane 6, Washington

Commissioners

NOTED ON CARD
dc

PHONE 938-2577

JOHN U. GROVE
ASSOCIATE

J. T. MONAHAN
ATTORNEY-AT-LAW
8 N E 8TH AVENUE
MILTON FREEWATER OREGON

October 3, 1963

Secretary of State

Salem, Oregon

Re: Blue Mountain Project
Contract No. 6009
J. E. Olinger & Sons,
a corporation-Perkins
Construction Co. of
Milton-Freewater, Ore.

Dear Sir:

Enclosed for filing please find J. E. Olinger & Sons, a corporation, Notice of Claim in connection with the above matter. We have listed Crick & Sons as principal on the bond, although Perkins Construction Co, was the contractor with whom J. E. Olinger & Sons have their claim. Should we have named Perkins Construction Co. as principal on the bond, please advise.

Should this notice of claim not meet the requirements for the same, please advise.

Sincerely yours,

John U. Grove

John U. Grove

[illegible] handle
JG

JUG:aw
encl:
cc-State of Oregon
Highway Dept.
Salem, Oregon

RECEIVED
OCT - 7 196
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO THE STATE HIGHWAY DEPARTMENT OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, J. E. OLINGER & SONS, a corporation, has a claim for hardware supplies furnished by the above named J. E. OLINGER & SONS, a corporation, in the sum of $708.53, plus 6% interest to October 1, 1963, in the amount of $63.75, making a total amount due of $772.28 as of October 1, 1963 plus interest at the rate of 6% until paid against the bond taken from Crick & Sons as principal and St. Paul Fire & marine Insurance Company as Surety for the work of constructing the highway according to Contract No. 6009. The above mentioned materials were supplied to Perkins Construction Company, a sub-contractor under Contract No. 6009.

DATED this 2nd day of October, 1963.

J. T. OLINGER & SONS, a corporation

By J. E. Olinger
Secretary

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

October 7, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from J. T. Monahan, 8 N. E. 5th Avenue, Milton-Freewater, Oregon, attorney, and filed as of this date, a notice of claim by J. E. Olinger & Sons, for hardware supplies furnished by the J. E. Olinger & Sons, in the sum of $708.53, plus 6% interest to October 1, 1963, in the amount of $63.75, making a total amount due of $772.28 as of October 1, 1963 plus interest at the rate of 6% until paid against the bond taken from Crick & Sons, principal and St. Paul Fire & Marine Insurance Company, surety for the work of constructing the highway according to Constract No. 6009. The above mentioned materials were suppled to Perkins Construction Company, a sub-contractor.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. C. Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
OCT 10 196
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO THE STATE HIGHWAY DEPARTMENT OF THE STATE OF OREGON:

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DATED this 2nd day of October, 1963.

J. T. OLINGER & SONS, a corporation

By J. E. Olinger
Secretary

[illegible] # 4030

FILED
OCT 7 - 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 9 1963

FOR FILING

6009

October 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed October 1, 1963, on Contract No. 6009, Athena-Blue Mtn. Sta. & Weston Section, in Umatilla County, in connection with Federal-Aid Project Nos. F-170(17) and S-76(5).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: H. S. Cox

RECEIVED
OCT 4 1963
FOR FILING

October 4, 1963

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

This is to acknowledge receipt of your letters of October 2 concerning the status of Workman Construction Co. Contract No. 6030 and Crick & Sons Contract No. 6009.

The Workman Construction Co. contract was accepted by the Highway Commission on August 26, 1963.

Crick & Sons contract was approximately 99.9 percent complete as of September 27, 1963. Our Construction Division informs us that the only work remaining to be done is the replacement of two signs. It is anticipated that this should be completed in the near future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
Phone 226 2511
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

October 2, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Floyd Query, Secretary

SUBJECT: OSHD Contract #6009
Crick & Sons

Gentlemen:

Your correspondence to us dated August 23, 1963 indicated that the subject contract was approximately 99.5 per cent complete. We would appreciate knowing if this structure has now reached a 100 per cent completion. If so, would you please provide us with the date of acceptance by the owners. A prompt reply from you with reference to this matter would be appreciated.

Sincerely,

Richard D. Hall

Richard D. Hall

RDH:mb

Lee in
please reply
F.Q.

99.9% — 9-27-63
(2 signs to be replaced)

NOTED
FLOYD QUERY

RECEIVED
OCT - 3 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 17 1963

FOR FILING

6009

159

September 16, 1963

Mr. Miller W. Rayborn
Weston
Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 1 pertaining to two bad turns on the new highway from Athena to Blue Mountain Station on the Oregon-Washington Highway.

Please be advised that we are aware of these deficiencies and are in the process of obtaining additional right of way needed to correct. We expect to accomplish this correction in the very near future.

Thank you for your interest in highway matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
Tom Edwards
A. F. Parson
L. C. Smitton
C. D. Hiatt

TE:AFP:if bbc

RECEIVED
SEP 6 1963
FOR FILING

1593

REFERRED TO
[illegible]
BY SECRETARY

Weston Ore.
Sept. 1, 1963.

Oregon State Hiway Comm.
Salem Oregon.
Dear sirs;

Parsons investigate
RB

[illegible]

Will it be possible for you to inspect and possibly make two needed changes in the junction of 204 and 11 on the newly completed portions of No. 11.

The junction of 204 and the North Weston approach need either a yield junction, or the stop on the Weston approach instead of 204. The reason is that the angle of approach and the rise in the grade make it impossible to see the Northbound traffic from Weston. Consequently it seems safer to slow down instead of stopping and possibly pulling out in front of an oncoming car etc.

Copy to Porter

RECEIVED
SEP 17 1963
FORM E-30X 80M 3-63 48000
FOR FILING

6009

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1963

SUBJECT: **Athena-Blue Mtn. Station Section**
Oregon-Washington Highway
Contract No. 6009
Sign No. 3

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon

We are in receipt of your letter recommending acceptance of Cameo Sign Company/Plan for repair of a sign on subject project.

This matter has been discussed with the Traffic Division and with the Construction Division. It has been decided that the repair as noted would be unsightly, in addition to which the use of wood for the supports would increase our maintenance costs and that we should go back to the original plan of repair. This plan called for the use of metal supports from the wooden post to the misplaced tubing.

We are not particular on the details. If the contractor desires to place the metal supports in the same manner as he had detailed the 4 x 4 wooden cross-members, this is acceptable to us. We are also receptive to the utilization of a "Z" type support from the post to the tubing.

Also, as the sign does not meet specifications, we must apply a penalty on the contractor. It has been suggested that the profit be taken off the installation. Will you please so advise your contractor to this effect.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:bjm

cc: L. P. Shaw ✓

RECEIVED
SEP 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1963

FOR FILING

September 3, 1963

Hon. Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon - 97310

Dear Governor Hatfield:

Enclosed are pictures taken at the dedication ceremonies opening the Athena-Blue Mountain Section of the Oregon-Washington Highway on August 13. The dedication ceremonies were immediately opposite the city of Athena.

The persons in the ribbon-cutting picture from left to right are:

Miss Kelly McCormmach
Pendleton Round-up Queen

Miss Gloria Last
Umatilla County Fair Queen

Mr. Kenneth N. Fridley
Oregon State Highway Commissioner

Mr. Norman R. Howard
State Representative - Portland

Mr. Stafford Hansell
State Representative - Hermiston

Miss Joan Marie Healy
1963 East-West Shrine Game Queen

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads

Mrs. Rose Ross
1963 Umatilla County Pioneer Reunion Queen

Miss Kathy Hughes
Miss Umatilla County

Mr. Robert Sussman
President, Pendleton Chamber of Commerce

Miss Judy Widmann
Pea Festival Queen

Mrs. Katherine Musa
State Representative - The Dalles

Mr. Forrest Cooper
Oregon State Highway Engineer

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc R. L. Porter
Victor D. Wolfe

LIST OF PEOPLE TO RECEIVE OFFICIAL INVITATION

★ Hon. Ben Musa
State Senator
Post Office Box 458
The Dalles, Oregon

★ Hon. Dwight H. Hopkins
State Senator
Post Office Box 172
Imbler, Oregon

Hon. Clinton P. Haight, Jr.
State Representative
2533 10th Street
Baker, Oregon

Hon. Don McKinnis
State Representative
Summerville, Oregon

★ Hon. Stafford Hansell
State Representative
Route 1, Box 136
Hermiston, Oregon

★ Hon. Katherine Musa
State Representative
512 West 6th Street
The Dalles, Oregon

★ Hon. Jack L. Smith
State Representative
Box 327
Condon, Oregon

★★ Hon. William H. Holmstrom, Chairman
Legislative Highway Interim Committee
125 East 7th Street
Gearhart, Oregon

Hon. R. F. Chapman, Vice Chairman
Legislative Highway Interim Committee
Post Office Box 242
Coos Bay, Oregon

★★ Hon. Robert F. Smith, Secretary
Legislative Highway Interim Committee
Post Office Box 429
Burns, Oregon

Hon. Carl Back, Member
Legislative Highway Interim Committee
Star Route
Port Orford, Oregon

Hon. Edward N. Fadeley, Member
Legislative Highway Interim Committee
260 Sunset Drive
Eugene, Oregon

★ Hon. Norman R. Howard, Member
Legislative Highway Interim Committee
2424 S. E. 75th
Portland, Oregon

★★ Hon. John J. Inskeep, Member
Legislative Highway Interim Committee
810 Center Street
Oregon City, Oregon

Hon. Ken Maher, Member
Legislative Highway Interim Committee
10401 S. W. 35th Drive
Portland 19, Oregon

★★ Hon. Anthony Yturri, Member
Legislative Highway Interim Committee
1051 S. W. 5th Street
Ontario, Oregon

★★ Hon. Paul A. Thalhofer, Mayor
City of Pendleton
City Hall
Pendleton, Oregon

Hon. P. A. Remillard, Mayor
City of Athena
City Hall
Athena, Oregon

Hon. Jack Wamsley, Mayor
City of Weston
City Hall
Weston, Oregon

★ will be present
★★ unable to be present
(blank) reply not yet received

Hon. D. R. Cook
County Judge of Umatilla County
Court House
Pendleton, Oregon

Hon. F. B. Hayes
County Commissioner of Umatilla County
Court House
Pendleton, Oregon

Hon. C. B. Stanton
County Commissioner of Umatilla County
Court House
Pendleton, Oregon

★★ Mr. Donald R. Duncan, Secretary
Athena Chamber of Commerce
Athena, Oregon

★ Mr. John Thrasher, President
Milton-Freewater Chamber of Commerce
144 South Main
Milton-Freewater, Oregon

★ Miss Judy Widmann
Pea Festival Queen
Route 3, Box 159
Milton-Freewater, Oregon

★ Mrs. Rose Ross, Queen
1963 Umatilla County Pioneer Reunion
Weston, Oregon

Miss Kelly McCormach
Pendleton Round-Up Queen
% Pendleton Chamber of Commerce
37 S. E. Dorion
Pendleton, Oregon

★ Miss Gloria Last
Umatilla County Fair Queen
Pilot Rock, Oregon

★ Miss Joan Marie Healy, 1963 East-West Shrine Game Queen
% Mr. & Mrs. Larry Cook, Sr.
Box 192
Heppner, Oregon

★ Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

★ Mr. Robert Zerber, Acting Secretary
Athena Chamber of Commerce
Athena, Oregon

THE FOLLOWING PEOPLE WERE SENT LETTERS A LITTLE DIFFERENT THAN THE ATTACHED. SEE INDIVIDUAL FILE COPY ON THESE.

★ Mr. Robert M. Sussman, President
Pendleton Chamber of Commerce
37 S. E. Dorion
Pendleton, Oregon

★ Dr. Herbert Hendricks, Mayor
City of Milton-Freewater
City Hall
Milton-Freewater, Oregon

★★ Mr. B. M. French, Regional Engineer
Bureau of Public Roads
412 Mohawk Building
Portland 4, Oregon

★ Rev. Marin Gauby
Church of the Brethren
S. Water
Weston, Oregon

★★ Mr. Hugh P. Gilliland, Chairman
Falcon Drum & Bugle Corps
N. Water
Weston, Oregon

the drum & bugle corps cancelled out and the Highland Lassies of Athena substituted

★ Miss Kathy Hughes
Miss Umatilla County
612 N.W. Despain
Pendleton, Oregon

RECEIVED
AUG 1 - 1963
FOR FILING

Salem, Oregon
August 1, 1963

Victor D. Wolfe
Administrative Assistant

OFFICE

Attached is a report showing the recent highway construction activities in the Athena - Blue Mountain area in Umatilla County.

This is the information you requested in your letter of July 26, for Mr. Jackson or Mr. Cooper to use in the opening dedication ceremonies.

L. H. Young
Office Engineer

JAH:ra

Attach.

DEDICATION OF THE ATHENA-BLUE MOUNTAIN SECTION

RECENT PROJECTS IN THIS AREA

Project, Length & Type of Work	Contracted	Completed	Estimated Cost
PROJECTS ON STATE HIGHWAY SYSTEM			
OREGON-WASHINGTON HIGHWAY (ORE 11)			
1. Umatilla River Bridge			$ 100,000 Programmed
2. Athena-Blue Mountain Section 5.8 miles (Oregon-Wash. Hwy.) Grade, Pave 0.9 mile (Weston-Elgin Hwy.) and Strs.	12/8/61	8/1/63	1,818,000
3. North Unit, Weston-Milton-Freewater Section, 5.1 miles Grade and Pave	6/4/59	7/6/60	750,000
4. N.E. 5th Ave. (Milton-Freewater) Section, .2 mile Grade and Pave	3/10/60	7/27/60	20,000
WESTON-ELGIN HIGHWAY (ORE 204)			
5. East Unit, Weston-Weston Mountain Section, 3.8 miles Grade and Pave	6/3/59	7/11/60	421,800
Total, State Highways			$3,109,800
PROJECTS ON UMATILLA COUNTY ROADS			
6. Cayuse-Thornhollow Section, 5.3 miles Grade and Oil	3/4/57	8/12/57	$ 207,100
7. Umatilla River (Thornhollow) Bridge	9/11/58	6/25/59	47,300
8. West Unit, Wash. State Line-Umapine Section, 2.8 miles Base and Oil	6/29/60	10/15/60	75,800
Total, County Roads			$ 330,200

SUMMARY

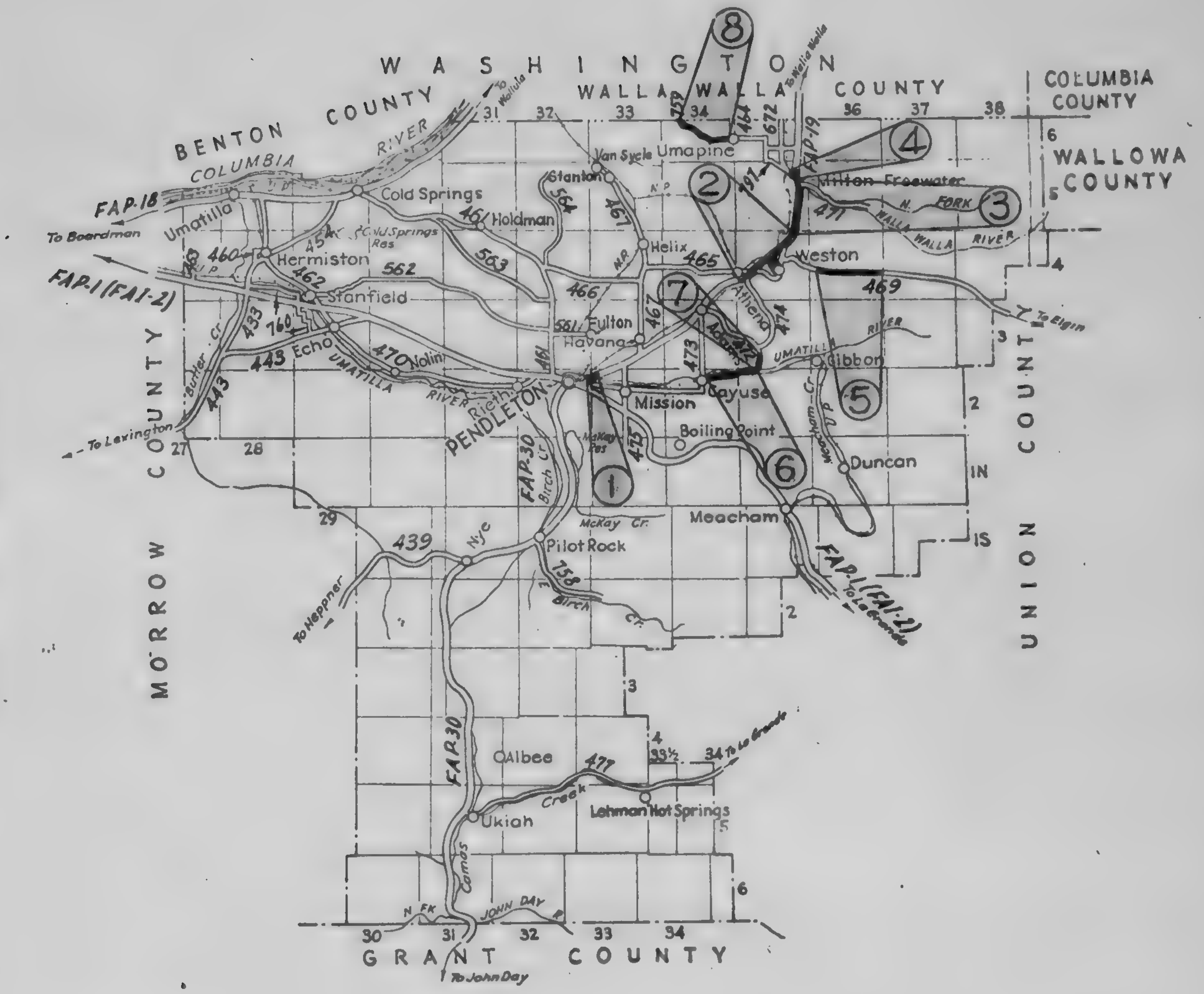
	Under Contract or completed	Programmed	Total
State Highway Projects	$3,009,800	$100,000	$3,109,800
County Road Projects	330,200	- -	330,200*
	$3,340,000	$100,000	$3,440,000

* Includes $57,500 co-operation by Umatilla County

July 31, 1963

DEDICATION OF THE ATHENA-BLUE MOUNTAIN SECTION

▬ Projects completed
▬ Projects under construction
▬ Projects approved for construction


WASHINGTON
WALLA WALLA COUNTY
BENTON COUNTY
COLUMBIA COUNTY
WALLOWA COUNTY
UNION COUNTY
MORROW COUNTY
GRANT COUNTY
COLUMBIA RIVER
FAP-18
To Boardman
Umatilla
Cold Springs
Holdman
Hermiston
Stanfield
Echo
Nolin
Rieth
PENDLETON
Mission
Cayuse
Gibbon
Boiling Point
Duncan
Meacham
Pilot Rock
Nye
Albee
Ukiah
Lehman Hot Springs
Helix
Stanton
Van Sycle
Umapine
Milton-Freewater
Weston
Athena
Adams
Fulton
Havana
FAP-1 (FAI-2)
FAP-30
FAP-19
To Walla Walla
To Wallula
To Elgin
To La Grande
To Heppner
To Lexington
To John Day
UMATILLA RIVER
N. FORK WALLA WALLA RIVER
McKay Cr.
Birch Cr.
Butter Cr.
Camas Cr.
N. FK. JOHN DAY R.
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UMATILLA COUNTY
FAS SYSTEM

Scale 0 4 8 Mi. May 1961

- LEGEND -

FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1963

SUBJECT: Athena-Blue Mountain Dedication
Oregon-Washington Highway

To: Mr. Forrest Cooper
State Highway Engineer
OFFICE

The dedication on the Oregon-Washington Highway is set up for August 13, 2 p.m., DST. The ceremony will take place in the Athena Bypass Section.

Dr. Herbert Hendricks, Mayor of Milton-Freewater, will speak representing the Mayors of Pendleton, Athena, Weston and Milton-Freewater. Mr. R. M. (Bob) Sussman, President, Pendleton Chamber of Commerce, will speak representing the civic groups of the area. An old-time minister from Weston or Athena will deliver the invocation. Four queens of different events will be invited to sit on the stage for introduction along with other officials. Weston and Athena have a combined drum and bugle corps which took first place in state-wide competition last year and it is hoped they will be present to make some "noise".

I will prepare invitations to all the legislators who will be invited, including the Interim Committee for your signature immediately.

The one invitation which will be in doubt will be that to Representative Stafford Hansell. Pursuant to our conversation this morning, I will delay this one until it is determined if it should come from the Governor or from you. It was suggested in Milton-Freewater that if the Governor would not wish to ask Representative Hansell to be his representative that the name of ex-Senator Lowell Steen be suggested to the Governor to be named as a representative.

I am planning to impose upon you to be master of ceremonies in the event none of the Commission can be present.

If the Chairman should want to change the date, which I recognize is his prerogative, I suggest that you remind him that the Umatilla Fair opens on August 14 and there would be a rather major conflict.

Victor D Wolfe

Victor D. Wolfe
Administrative Assistant

NOTED
FORREST COOPER

VDW:hlb

PROGRAM

DEDICATION - ATHENA-BLUE MOUNTAIN SECTION

MUSIC:

*The Highland Lassies - Athena-McEwn High School

INVOCATION:

*Reverend Martin Gauby, Pastor, Church of the Brethren - Weston

INTRODUCTIONS:

*Commissioner Kenneth N. Fridley

~~B. M. French, Regional Engineer, Bureau of Public Roads - Portland~~

*A. W. Parsons, Division Engineer, Bureau of Public Roads - Salem

*Forrest Cooper, State Highway Engineer

Highway Interim Committee

Representative William H. Holmstrom, Chairman - Gearhart

Senator R. F. Chapman, Vice Chairman - Coos Bay

~~Representative Robert F. Smith, Secretary - Burns~~

Senator Edward N. Fadeley - Eugene

~~Senator John J. Inskeep - Oregon City~~

~~Senator Anthony Yturri - Ontario~~

Representative Carl Back - Port Orford

Representative Norman R. Howard - Portland

Representative Ken Maher - Portland

Other Legislators

*Senator Ben Musa - The Dalles

*Senator Dwight H. Hopkins - Imbler

Representative Clinton P. Haight, Jr. - Baker

*Representative Stafford Hansell - Hermiston

Representative Don McKinnis - Summerville

*Representative Katherine Musa - The Dalles

*Representative Jack L. Smith - Condon

Umatilla County Board of Commissioners

County Judge D. R. Cook - Pendleton

Commissioner F. B. Hayes - Pendleton

Commissioner C. B. Stanton - Pendleton

Mayors

~~Hon. Paul A. Thalhofer - Pendleton~~

Hon. P. A. Remillard - Athena

Hon. Jack Wamsley - Weston

*Dr. Herbert Hendricks - Milton-Freewater

Presidents of Chambers of Commerce - Civic Groups

~~Donald R. Duncan, Secretary, Athena Chamber of Commerce~~

*John Thrasher, President, Milton-Freewater Chamber of Commerce

*Robert M. Sussman, President - Pendleton Chamber of Commerce

*Robert Zerber, Acting Secretary - Athena Chamber of Commerce

~~*Hugh P. Gilliland, Chairman, Falcon Drum & Bugle Corps~~

Queens

*Miss Judy Widmann - Pea Festival Queen - Milton-Freewater

*Mrs. Rose Ross - Queen, 1963 Umatilla County Pioneer Reunion - Weston

Miss Kelly McCormach - Pendleton Round-Up Queen

*Miss Gloria Last - Umatilla County Fair Queen - Pilot Rock

*Miss Joan Marie Healy - 1963 Shrine East-West Game Queen - Heppner (8 years old)

REMARKS:

*Dr. Herbert Hendricks, Mayor of Milton-Freewater, representing the Mayors of Pendleton, Athena, Weston, and the City of Milton-Freewater

*Robert M. Sussman, President of the Pendleton Chamber of Commerce, representing all civic groups

*A. W. Parsons, Division Engineer, Bureau of Public Roads, representing B. M. French, Regional Engineer, and the Bureau of Public Roads

ADDRESS:

*Representative Stafford Hansell, Hermiston, representing Governor Mark O. Hatfield

* Persons who have indicated they will be present

PROGRAM

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*Forrest Cooper, State Highway Engineer

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Representative Ken Maher - Portland

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Hon. P. A. Remillard - Athena

Hon. Jack Wamsley - Weston

*Dr. Herbert Hendricks - Milton-Freewater

Presidents of Chambers of Commerce - Civic Groups

~~Donald R. Duncan, Secretary, Athena Chamber of Commerce~~

*John Thrasher, President, Milton-Freewater Chamber of Commerce

*Robert M. Sussman, President - Pendleton Chamber of Commerce

*Robert Zerber, Acting Secretary - Athena Chamber of Commerce

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* Persons who have indicated they will be present

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*A. W. Parsons, Division Engineer, Bureau of Public Roads - Salem
*Forrest Cooper, State Highway Engineer

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*Senator Dwight H. Hopkins - Imbler
Representative Clinton P. Haight, Jr. - Baker
*Representative Stafford Hansell - Hermiston
Representative Don McKinnis - Summerville
*Representative Katherine Musa - The Dalles
*Representative Jack L. Smith - Condon

Umatilla County Board of Commissioners

County Judge D. R. Cook - Pendleton

Commissioner F. B. Hayes - Pendleton

Commissioner C. B. Stanton - Pendleton

Mayors

~~Hon. Paul A. Thalhofer - Pendleton~~

Hon. P. A. Remillard - Athena

Hon. Jack Wamsley - Weston

*Dr. Herbert Hendricks - Milton-Freewater

Presidents of Chambers of Commerce - Civic Groups

~~Donald R. Duncan, Secretary, Athena Chamber of Commerce~~

*John Thrasher, President, Milton-Freewater Chamber of Commerce

*Robert M. Sussman, President - Pendleton Chamber of Commerce

*Robert Zerber, Acting Secretary - Athena Chamber of Commerce

~~*Hugh P. Gilliland, Chairman, Falcon Drum & Bugle Corps~~

Queens

*Miss Judy Widmann - Pea Festival Queen - Milton-Freewater

*Mrs. Rose Ross - Queen, 1963 Umatilla County Pioneer Reunion - Weston

Miss Kelly McCormach - Pendleton Round-Up Queen

*Miss Gloria Last - Umatilla County Fair Queen - Pilot Rock

*Miss Joan Marie Healy - 1963 Shrine East-West Game Queen - Heppner (8 years old)

REMARKS:

*Dr. Herbert Hendricks, Mayor of Milton-Freewater, representing the Mayors of Pendleton, Athena, Weston, and the City of Milton-Freewater

*Robert M. Sussman, President of the Pendleton Chamber of Commerce, representing all civic groups

*A. W. Parsons, Division Engineer, Bureau of Public Roads, representing B. M. French, Regional Engineer, and the Bureau of Public Roads

ADDRESS:

*Representative Stafford Hansell, Hermiston, representing Governor Mark O. Hatfield

* Persons who have indicated they will be present

August 1, 1963

Hon. Ben Musa
State Senator
Post Office Box 458
The Dalles, Oregon

Dear Senator Musa:

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Athena-Blue Mountain Section of the Oregon-Washington Highway on August 13 at 2 p.m., PDT.

A seat on the speakers' platform is being reserved for you at the site of the ceremonies which will take place immediately opposite the city of Athena on the new highway.

The opening of this section of highway completes the Oregon-Washington Highway to modern standards from Milton-Freewater to Athena. The modernization of this highway should be of great economic benefit to the area.

I hope that you can arrange to be present at this event and would appreciate a confirmation.

Sincerely yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

VDW:hlb

Same letter sent to people on the attached list.

LIST OF PEOPLE TO RECEIVE OFFICIAL INVITATION

☆☆ Hon. Ben Musa ✓
State Senator
Post Office Box 458
The Dalles, Oregon

☆☆ Hon. Dwight H. Hopkins ✓
State Senator
Post Office Box 172
Imbler, Oregon

Hon. Clinton P. Haight, Jr. ✓
State Representative
[illegible] 10th Street
Baker, Oregon

Hon. [illegible] McInnis ✓
State Representative
[illegible], Oregon

☆☆ Hon. Stafford Hansell ✓
State Representative
Route [illegible], Box 136
Hermiston, Oregon

☆☆ Hon. Katherine Musa ✓
State Representative
[illegible] East 6th Street
The Dalles, Oregon

☆ Hon. Jack L. Smith ✓
State Representative
Box 327
[illegible], Oregon

☆☆ Hon. William H. Holmstrom, ✓ Chairman
Legislative Highway Interim Committee
[illegible] East 7th Street
Gearhart, Oregon

Hon. R. F. Chapman, Vice Chairman ✓
Legislative Highway Interim Committee
Post Office Box 242
Coos Bay, Oregon

☆☆ Hon. Robert F. Smith, Secretary ✓
Legislative Highway Interim Committee
Post Office Box 429
Burns, Oregon

Hon. Carl Back, ✓ Member
Legislative Highway Interim Committee
Star Route
Port Orford, Oregon

Hon. Edward N. Fadeley, Member ✓
Legislative Highway Interim Committee
260 Sunset Drive
Eugene, Oregon

☆ Hon. Norman R. Howard, ✓ Member
Legislative Highway Interim Committee
2424 S. E. 75th
Portland, Oregon

☆☆ Hon. John J. Inskeep, ✓ Member
Legislative Highway Interim Committee
810 Center Street
Oregon City, Oregon

Hon. Ken Maher, Member ✓
Legislative Highway Interim Committee
10401 S. W. 35th Drive
Portland 19, Oregon

☆☆ Hon. Anthony Yturri, Member ✓
Legislative Highway Interim Committee
1051 S. W. 5th Street
Ontario, Oregon

☆☆ Hon. Paul A. Thalhofer, Mayor ✓
City of Pendleton
City Hall
Pendleton, Oregon

Hon. P. A. Remillard, Mayor ✓
City of Athena
City Hall
Athena, Oregon

Hon. Jack Wamsley, Mayor ✓
City of Weston
City Hall
Weston, Oregon

☆ will be present
☆☆ unable to be present
(blank) reply not yet received

Hon. D. R. Cook
County Judge of Umatilla County
Court House
Pendleton, Oregon

[illegible] Hayes ✓
County Commissioner of Umatilla County
Court House
Pendleton, Oregon

Hon. [illegible] ✓
County Commissioner of Umatilla County
Court House
Pendleton, Oregon

☆☆ Mr. Donald L. Duncan, Secretary ✓
Athena Chamber of Commerce
Athena, Oregon

☆ Mr. John Thrasher, President ✓
Milton-Freewater Chamber of Commerce
[illegible] South Main
Milton-Freewater, Oregon

☆ Miss Judy Widmann ✓
Pea Festival Queen
Route 3, Box 159
Milton-Freewater, Oregon

☆ Mrs. Rose Ross, Queen
1963 Umatilla County Pioneer Reunion
Weston, Oregon

Miss Molly McCormach ✓
Pendleton Round-Up Queen
c/o Pendleton Chamber of Commerce
37 S. E. Dorion
Pendleton, Oregon

☆ Miss Gloria Last
Umatilla County Fair Queen
Pilot Rock, Oregon

☆ Miss Joan Marie Healy, 1963 East-West Shrine Game Queen
c/o Mr. & Mrs. Larry Cook, Sr.
Box 192
Heppner, Oregon

☆ Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

☆ Mr. Robert Zerber, Acting Secretary
Athena Chamber of Commerce
Athena, Oregon

THE FOLLOWING PEOPLE WERE SENT LETTERS A LITTLE DIFFERENT THAN THE ATTACHED. SEE INDIVIDUAL FILE COPY ON THESE.

☆ Mr. Robert M. Sussman, President
Pendleton Chamber of Commerce
37 S. E. Dorion
Pendleton, Oregon

☆ Dr. Herbert Hendricks, Mayor
City of Milton-Freewater
City Hall
Milton-Freewater, Oregon

☆☆ Mr. B. M. French, Regional Engineer
Bureau of Public Roads
412 Mohawk Building
Portland 4, Oregon

☆ Rev. Marin Gauby
Church of the Brethren
S. Water
Weston, Oregon

☆☆ Mr. Hugh P. Gilliland, Chairman
Falcon Drum & Bugle Corps
N. Water
Weston, Oregon

the drum & bugle corps cancelled out and The Highland Lassies of Athena substituted

PROGRAM

DEDICATION - ATHENA-BLUE MOUNTAIN SECTION

MUSIC:

*The Highland Lassies - Athena-McEwn High School

INVOCATION:

*Reverend Martin Gauby, Pastor, Church of the Brethren - Weston

INTRODUCTIONS:

*Commissioner Kenneth N. Fridley

~~B. M. French, Regional Engineer, Bureau of Public Roads - Portland~~

*A. W. Parsons, Division Engineer, Bureau of Public Roads - Salem

*Forrest Cooper, State Highway Engineer

Highway Interim Committee

~~Representative William H. Holmstrom, Chairman - Gearhart~~

Senator R. F. Chapman, Vice Chairman - Coos Bay

~~Representative Robert F. Smith, Secretary - Burns~~

Senator Edward N. Fadeley - Eugene

~~Senator John J. Inskeep - Oregon City~~

~~Senator Anthony Yturri - Ontario~~

Representative Carl Back - Port Orford

*Representative Norman R. Howard - Portland

Representative Ken Maher - Portland

Other Legislators

*Senator Ben Musa - The Dalles

*Senator Dwight H. Hopkins - Imbler

Representative Clinton P. Haight, Jr. - Baker

*Representative Stafford Hansell - Hermiston

Representative Don McKinnis - Summerville

*Representative Katherine Musa - The Dalles

*Representative Jack L. Smith - Condon

Umatilla County Board of Commissioners

County Judge D. R. Cook - Pendleton

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*Miss Gloria Last - Umatilla County Fair Queen - Pilot Rock

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REMARKS:

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*Robert M. Sussman, President of the Pendleton Chamber of Commerce, representing all civic groups

*A. W. Parsons, Division Engineer, Bureau of Public Roads, representing B. M. French, Regional Engineer, and the Bureau of Public Roads

ADDRESS:

*Representative Stafford Hansell, Hermiston, representing Governor Mark O. Hatfield

* Persons who have indicated they will be present

RECEIVED
JUL 2 6 1963
FOR FILING
6009

Salem, Oregon
July 26, 1963

Athena-Blue Mountain Dedication
Oregon-Washington Highway

Mr. Forrest Cooper
State Highway Engineer
OFFICE

The dedication on the Oregon-Washington Highway is set up for August 13, 2 p.m., DST. The ceremony will take place in the Athena Bypass Section.

Dr. Herbert Hendricks, Mayor of Milton-Freewater, will speak representing the Mayors of Pendleton, Athena, Weston and Milton-Freewater. Mr. R. M. (Bob) Sussman, President, Pendleton Chamber of Commerce, will speak representing the civic groups of the area. An old-time minister from Weston or Athena will deliver the invocation. Four queens of different events will be invited to sit on the stage for introduction along with other officials. Weston and Athena have a combined drum and bugle corps which took first place in state-wide competition last year and it is hoped they will be present to make some "noise".

I will prepare invitations to all the legislators who will be invited, including the Interim Committee for your signature immediately.

The one invitation which will be in doubt will be that to Representative Stafford Hansell. Pursuant to our conversation this morning, I will delay this one until it is determined if it should come from the Governor or from you. It was suggested in Milton-Freewater that if the Governor would not wish to ask Representative Hansell to be his representative that the name of ex-Senator Lowell Steen be suggested to the Governor to be named as a representative.

I am planning to impose upon you to be master of ceremonies in the event none of the Commission can be present.

If the Chairman should want to change the date, which I recognize is his prerogative, I suggest that you remind him that the Umatilla Fair opens on August 14 and there would be a rather major conflict.

Victor D. Wolfe
Administrative Assistant

VDW:hlb

RECEIVED
AUG 23 1963
FOR FILING

August 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Athena-Blue Mountain and Weston Section of the Oregon-Washington and Weston-Elgin Highways, Contract No. 6009, Project No. F-170(17), S-76(5) in Umatilla County was completed August 1, 1963.

This work was authorized by Order for State Force Work No. 6 dated May 29, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

cc: J. W. Nash

RECEIVED
AUG 23 1963

FOR FILING

6009

August 23, 1963

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Richard D. Hall

Gentlemen:

Contract no. 6009 awarded to Crick & Sons for work on the Athena-Blue Mountain and Weston Sections, at this time is approximately 99½% complete.

Some clean up work and guardrail painting is all there remains.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
Phone 226-2511
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

August 19, 1963

State of Oregon
State Highway Department
Portland 10, Oregon

Attention: Mr. Floyd Query
Secretary

Subject: Oregon State Highway Contract No. 6009
Athena-Blue Mountain and Weston Section
General Contractor, Crick and Sons

Gentlemen:

Your correspondence to us dated May 13, 1963 indicated the subject job to be approximately 71% complete as of May 3, 1963 with an anticipated completion date of July 15, 1963. We would appreciate your providing us with a current completion status of this job and if it has reached the 100% completion status, would you please provide us with the acceptance date by the owners.

A prompt reply from you with reference to this matter would be appreciated.

Sincerely,

Richard D. Hall

Richard D. Hall

RHD/d

RECEIVED
AUG 1 3 1963
FOR FILING

L. Shaw

NOTED
LLOYD P. SHAW

CON LAG 95 8-12-63 10:45 AM

F D MORGAN

ATHENA-BLUE MTN STATION SECTION, WASHINGTONXX OREGON-WASHINGTON HIGHWAY, CONTRACT 6009, WAS OPENED TO TRAFFIC AT 10:15 AM THIS DATE.

H S COULTER
IF

RECEIVED
JUN 27 1963

FORM E-123X 50M 3-63

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-170(17)

6009

June 26, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Contractor's Railroad Insurance
Athena-Blue Mtn. Station Section
-and-
Weston Section
Oregon-Washington & Weston-Elgin Highways
Umatilla County
Projects: F-170(17) and S-76(5)
Contract No. 6009
YOUR FILE: D 315 - 2 - 102

Gentlemen:

This is to advise you that all work on this project requiring railroad protective insurance was completed by Crick & Sons of Spokane, Washington on June 19, 1963.

NOTED
R. L. PORTER

It will not be necessary to extend the contractor's railroad insurance past the date of June 30, 1963, on which it now terminates.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: Crick and Sons
5909 East Sharp Street
Spokane, Washington

R. E. "Eddie" Page, Inc.
Second at Stevens
Spokane 4, Washington

Floyd Query
R. L. Porter
L. P. Shaw
A. F. Parson
C. D. Hiatt

RECEIVED
JUN 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1963
FOR FILING

BLACKLINE ASPHALT SALES, INC.
HU 9-1784
P. O. BOX 6116 · HILLYARD STATION
SPOKANE 28, WASHINGTON

June 26, 1963

[illegible] TO
Shaw

Porter - W.30+.40

Mr. A. F. Parson
Oregon State Highway Department
LaGrande, Oregon

Dear Sir:

We have additional information with regard to the MC-250 in question on the Athena-Blue Mountain Station Project which we know will be of interest to you.

The following loads were delivered from the same tank (Tank 5) as the loads in question:

Consignee	Product	Destination	Loading Time	Date	Tank
State of Idaho	MC-250	Grangeville, Ida.	8:15 AM	5-16-63	#5
State of Idaho	MC-250	Lewiston, Idaho	4:15 AM	5-15-63	#5
State of Idaho	MC-250	Chatcolet, Ida.	7:15 AM	5-15-63	#5
State of Idaho	MC-250	Lewiston, Ida.	4:30 AM	5-17-63	#5
State of Washington	MC-250	LaCrosse, Wn.	6:30 AM	5-22-63	#5
State of Idaho	MC-250	Moscow, Ida.	5:00 AM	5-23-63	#5

The loads in question were loaded accordingly:

State of Oregon	MC-250	Athena, Oregon	4:15 AM	5-16-63	#5
State of Oregon	MC-250	Athena, Oregon	2:45 AM	5-22-63	#5
State of Oregon	MC-250	Athena, Oregon	4:15 AM	5-22-63	#5

As you can readily see, both the States of Washington and Idaho used MC-250 at the same time and from the same tank as delivered to the Athena-Blue Mountain Station Project. Both States take samples in the field and run tests on all samples. They have not found this material to be off-specification.

We realize there is a question in your mind of the possibility of truck contamination. The truck delivering MC-250 to Athena on May 16 had previously hauled penetration grade asphalt (85-100). The truck delivering MC-250 to Athena loaded at 2:45 AM on May 22 previously hauled cutback asphalt (MC-800). The truck delivering MC-250 loaded May 22, at 4:15 AM previously hauled penetration grade (85-100).

We would point that in view of the aforementioned facts that even though some retainage was present, this retainage would not affect the penetration of the residual after distillation.

We offer this information in order to substantiate our claim that the material in question was definitely on specification.

Yours very truly,

BLACKLINE ASPHALT SALES, INC.
SPOKANE, WASHINGTON

J. E. LYNCH
Vice President

JEL:ec

cc: Mr. Floyd Query, Secretary
State of Oregon Highway Commission
Salem, Oregon

Mr. Forest Cooper
Oregon State Highway Engineer
Salem, Oregon

Mr. O. A. White
Assistant Engineer of Material
State of Oregon
Salem, Oregon

Inland Asphalt Company
Spokane, Wn.

James Crick & Sons' Company
Spokane, Washington

Hamblen, Gilbert & Brooke
Attorneys at Law
Spokane, Washington

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1963

FOR FILING

BLACKLINE ASPHALT SALES, INC.
P. O. BOX 6116 · HILLYARD STATION
SPOKANE 28, WASHINGTON

June 24, 1963

Mr. A. F. Parson
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

We have received a copy of a speed letter from Mr. C. D. Hiatt, Resident Engineer, Pendleton, Oregon with regard to some "supposedly off-specification" MC-250 on the Athena, Blue Mountain Station Project amounting to 73.69 tons. Upon receipt of this letter, we contacted the Materials Testing Laboratory at Salem and requested and received the laboratory reports on the material in question.

Our retain samples of this material were submitted to the Washington Testing Laboratory, an independent testing laboratory located in Spokane for verification of our results. We are enclosing copies of the test results on the samples in question. You will note that these results are well within your specification limit for the penetration on the residue after distillation.

In order to arrive at a solution for the discrepancy in the results obtained from the Salem Laboratory and those reported by the Washington Testing Laboratory, we questioned personnel who were on the job and observed sampling. And we find that the samples were obtained from the snivy of the distributor.

There is very definite proof that it is not possible to obtain representative samples by taking them from the distributor snivy. In order to insure a free-flowing bar it is always necessary for the contractor to circulate diesel through the bar and this diesel will be retained in the distributor and will definitely affect the penetration on the residue after distillation. Diesel oil in this area has an end-point on distillation of 700°F. or higher. In running the distillation on a cutback, we know that the maximum temperature is 680°F. This, therefore, leaves these fractions (over 680°F.) to affect the penetration on the residue after distillation. We feel this is definitely what happened in this case and that our company has been grossly injured by the report of the State of Oregon that the material as delivered was off-specification, and by their withholding of payment to the contractor for this material.

NOTED
FLOYD QUERY

We would advise that the State of Oregon review its sampling instructions and that in the future, if they desire representative samples, these samples be taken directly from the transport vehicle. We have our retain samples on hand and if the Materials Testing Laboratory at Salem, Oregon wishes to verify these results, we will mail them on request.

Yours very truly,

BLACKLINE ASPHALT SALES, INC.
SPOKANE, WASHINGTON

J. E. LYNCH
Vice President

JEL:ce

cc: Mr. Floyd Query, Secretary
State of Oregon Highway Commission
Salem, Oregon

Mr. Forest Cooper
Oregon State Highway Engineer
Salem, Oregon

Mr. O. A. White
Assistant Engineer of Material
State of Oregon
Salem, Oregon

Inland Asphalt Company
Spokane, Washington

James Crick & Sons' Company
Spokane, Washington

Hamblen, Gilbert & Brooke
Attorneys at Law
Spokane, Washington

RECEIVED
JUN 25 1963
OREGON
STATE HIGHWAY COMMISSION

WTL **Washington Testing Laboratories, Inc.**

NORTH 130 STONE · SPOKANE 24 WASHINGTON · PHONE KEystone 5-3571

Date: June 21, 1963
Lab No. 106

Blackline Asphalt Sales, Inc.
North 4327 Thor
Spokane, Washington

Report On: Penetration on Distillation Residue from Asphalt samples submitted.
#51381 BIK 15 - 15A MC 250
#51372 BIK 8 - 8A MC 250
State of Oregon

Tests Performed and Results:

Penetration at 25°C, 100 - gm

#51381	204
#51372	183

Note: Test run in accordance with ASTM D402-55 "Distillation of Cut-Back Asphaltic Products", and ASTM D5-61, "Penetration of Bituminous Materials".

WASHINGTON TESTING LABORATORIES, INC.

Arthur M. Dryden, Chief Chemist

WTL **Washington Testing Laboratories, Inc.**

NORTH 110 STONE SPOKANE 24 WASHINGTON PHONE KEystone 8-3571

14 June 1963

Lab No. 084

Blackline Asphalt Sales
South 4327 Thor
Spokane, Washington

Report On: Penetration on Distillation Residue from Asphalt sample submitted. #50957 Blk 15 - 15 A MC250, State of Oregon.

Tests Performed and Results:

Penetration at 25°C, 100 gm - 170

Note: Test run in accordance with ASTM D402-55 "Distillation of Cut-Back Asphaltic Products," and ASTM D 5-61, "Penetration of Bituminous Materials".

WASHINGTON TESTING LABORATORIES, INC.

Arthur M. Dryden, Chief Chemist

RECEIVED
JUN 21 1963
FOR FILING

June 20, 1963

J. T. Monahan
Attorney-at-Law
8 N. E. 5th Ave.
Milton-Freewater, Oregon

Attention: Mr. John U. Grove

Dear Sir:

This is in reply to your letter of June 18 in regard to the Athena-Blue Mt. Project.

There are two separate contracts in Umatilla County with similar section descriptions as follows:

Contract No. 6070 - Johnston & Bryant, Prime Contractor
Railroad Undercrossing and Railroad Overcrossing on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway.
Great American Insurance Company, Surety.
Wells-Reed Insurance, 412 Failing Bldg., Portland 4, is the Agent.

Contract No. 6009 - Crick & Sons, Prime Contractor
Shook Bros., Subcontractor.
Grading, paving and signing on the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways.
St. Paul Fire & Marine Insurance Company, Surety.
B.M. Kales, Resident Agent, Portland Branch Office, 12009 Lloyd Center, Portland, Oregon.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

RECEIVED
APR 12 1963
FOR FILING

F-170(17)

477 Cottage Street N.E.
Salem, Oregon

April 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-170(17)
Athena-Blue Mtn. Station Section
Oregon-Washington Highway

Please refer to Assistant Construction Engineer G. L. Decker's letter dated March 28, 1963, requesting our approval to change the access control lines to follow the normal right-of-way width near Station 882 (Parcel 32152-Clare). It is our understanding that the proposed change does not permit access to the Oregon-Washington Highway but does permit access to the county road opposite Station 882+00. Approval for the change is granted.

RECEIVED
APR 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Wright
4-12-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 5 - 1963

FOR FILING

March 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Change of Access Control Lines
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Project No. F-170(17)

Dear Sir:

When the access control lines were set up on this project, they were designated as being coincident with the right of way lines. Where we crossed existing public roads, additional right of way was acquired to allow resloping of these roads to provide a safe and adequate connection.

As part of the acquisition of property under Right of Way File 32152 (Clare) we are obligated to construct road approaches to the County Road to replace existing approaches which were disrupted by our new construction. Due to topography, the most feasible location for these approaches is within the area acquired, and which at present is within the access control lines. These approaches are shown on the construction plans for the project.

We, therefore, request that we be allowed to change the access control lines to follow a normal right of way width through this intersection as shown on the attached sketch map. The property owner was not paid for any loss of access, and the property was not acquired by condemnation.

Your concurrence in this request is solicited.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

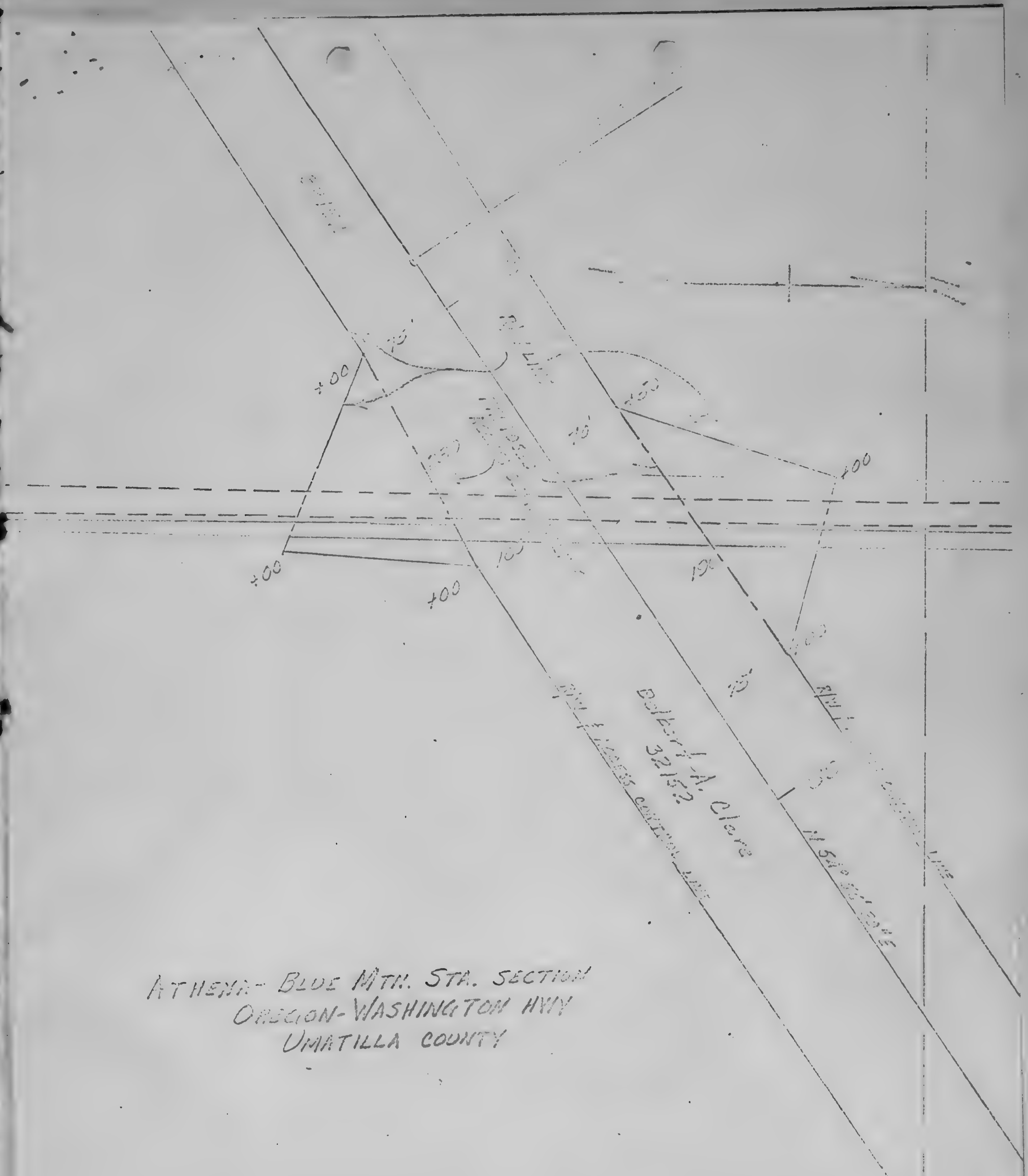
Approved 4-2-63
Lloyd P. Shaw
Asst. State Hwy. Engr.

CHB:bjh

cc: L. P. Shaw

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy To Decker - with note
4-3-63


R/W Line
+00
70'
+00
+00
+00
100'
+00
R/W & Access Control Line
Robert A. Clare
32152
R/W Line
100'
+00

ATHENA- BLUE MTN. STA. SECTION
OREGON-WASHINGTON HWY
UMATILLA COUNTY

RECEIVED
MAR 20 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 14, 1963

F-170(17)

6009

08-33.3

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Oregon Project F-170(17)
Athena-Blue Mtn., Station Section
Progress voucher No. 4
Net amount claimed - $694.00

The subject voucher has been approved in the reduced amount of $475.00. Deduction has been made in accordance with the attached Schedule of Exceptions, Item No. 1, pertaining to the claim of the Weston-Athena Community T.V. Co.

Total amount of deduction	$353.72
Federal Aid pro-rata claimed	62%
Net deduction in even dollars	$219.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachment

RECEIVED
MAR 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young - with attachment
3-20-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 27 1962

~~FOR FILING~~
F-190 (17)

6009

December 26, 1962

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building, 220 Montgomery St.
San Francisco 6, California

Attention: Mr. J. M. Homer, Superintendent
Bond Claims Department

Gentlemen:

We have received a letter dated December 19, 1962, from LeSourd & Patton, Attorneys at Law, with attached Release of Claim which states that the Pacific Powder Sales Corporation of Oregon releases its claim against Crick & Sons for blasting materials and supplies in the sum of $3,242.66.

This appears to be in connection with State Highway Contract No. 6009 with Crick & Sons for grading, paving and signing on the Athena-Blue Mt. Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
St. Paul Fire & Marine Insurance Co.
Portland Branch Office
2009 Lloyd Center
Portland, Oregon
Attn: Mr. B. M. Kales, Res. Agt.

NOTED ON CARD
dc

Crick & Sons
P. O. Box 306, Parkwater Station
Spokane 6, Wn.

Commissioners

CWH:fp

December 26, 1962

LeSourd & Patten
Attorneys at Law
1140 Washington Building
Seattle 1, Wn.

Attention: Mr. Max D. Crittenden

Gentlemen:

Thank you for your letter of December 19 and attached "Release of Claim" from Pacific Powder Sales Corporation, which releases claim against Crick & Sons for blasting materials and supplies in the amount of $3,242.66.

Our records indicate this to be in connection with State Highway Contract No. 6009 with Crick & Sons for grading, paving and signing on the Athena-Blue Mt. Station and Weston Sections on the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

This information will be entered in our records and we will advise the surety and the contractor of the release of this claim.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
Ac

LeSOURD & PATTEN
ATTORNEYS AT LAW
1140 WASHINGTON BUILDING
SEATTLE 1, WASHINGTON
MAIN 4-1040

F. A. LeSOURD
WOOLVIN PATTEN
MAX D. CRITTENDEN
GEORGE M. HARTUNG, JR.
JOSEPH C. McKINNON

December 19, 1962

#6009

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

We are enclosing herewith the Release of Claim releasing that claim recently submitted by us on behalf of Pacific Powder Sales Corporation of Oregon.

This claim has been satisfied in full and Pacific Powder Sales Corporation of Oregon at the present time has no claim against Crick & Sons or their bond.

Very truly yours,

LeSOURD & PATTEN

Max D Crittenden
Max D. Crittenden

Enclosure

MDC:vp

Cec, please handle
FG

NOTED
FLOYD QUERY

RECEIVED
DEC 21 1962
OREGON
STATE HIGHWAY COMMISSION

RELEASE OF CLAIM

To: State of Oregon, State Highway Department

The undersigned, Pacific Powder Sales Corporation of Oregon, hereby releases its claim for blasting materials and supplies in the sum of $3,242.66, which has been filed against the bond taken from Crick & Sons and St. Paul Fire & Marine Insurance Co. for the work of grading, paving and signing 6.65 miles on Oregon-Washington Highway and the Weston Section of Weston-Elgin Highway southwest of Athena, Umatilla County, Oregon known as contract number 6009.

Dated this 17th day of December, 1962.	PACIFIC POWDER SALES CORPORATION OF OREGON
	By____________

RECEIVED
DEC 10 1962
FOR FILING

[illegible]

[illegible]

December 7, 1962

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building, 220 Montgomery St.
San Francisco 6, California

Attention: J. M. Homer, Supt.
Bond Claims Dept.

Gentlemen:

A letter dated December 5, 1962, with claim attached has been received from LeSourd & Patten, Attorneys, Seattle, Washington, on behalf of Pacific Powder Sales Corporation of Oregon, advising that Crick and Sons owes them for blasting materials and supplies in the amount of $3,242.66.

This appears to be in connection with our Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the Notice of Claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: D. M. Kales, Res. Agt.
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

Crick & Sons
P. O. Box 306 - Parkwater Station
Spokane 6, Washington

Commissioners

CWH:fkn

NOTED ON CARD
AL

RECEIVED
DEC 1 . 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F 170 15

6009

Please note on card C.H.

December 7, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $3,242.66 received from LeSourd and Patten, Attorneys at Law, on behalf of Pacific Powder Sales Corporation of Oregon for blasting materials and supplies furnished to Crick and Sons.

This appears to be in connection with the Crick and Sons' Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

File # 3985

FILED
DEC 10 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 1 . 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

December 7, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $3,242.66 received from LeSourd and Patten, Attorneys at Law, on behalf of Pacific Powder Sales Corporation of Oregon for blasting materials and supplies furnished to Crick and Sons.

This appears to be in connection with the Crick and Sons' Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

CWH:fkn

NOTED ON CAR
AL

December 7, 1962

LeSourd & Patten
Attorneys at Law
1140 Washington Building
Seattle 1, Washington

Attention: Mr. Max D. Crittenden

Gentlemen:

This is to acknowledge receipt of your letter of December 5 and the attached claim of your client, Pacific Powder Sales Corporation of Oregon, in the amount of $3,242.66 for blasting materials and supplies furnished to Crick and Sons.

The claim states this is in connection with the Crick and Sons' Contract No. 6009 for grading, paving and signing on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CAR
AL

CWH:fkn

F. A. LeSourd
Woolvin Patten

Max D. Crittenden
George M. Hartung, Jr.
Joseph C. McKinnon

LeSOURD & PATTEN
ATTORNEYS AT LAW
1140 WASHINGTON BUILDING
SEATTLE 1, WASHINGTON

MAIN 4-1040

December 5, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention Clerk or Auditor

Gentlemen:

We are enclosing herewith, for filing, a notice of claim of Pacific Powder Sales Corporation of Oregon against Crick & Sons and the bond provided by St. Paul Fire & Marine Insurance Co., covering your contract No. 6009.

Very truly yours,

LeSOURD & PATTEN

Max D Crittenden
Max D. Crittenden

MDC:kc

Encl.

cc - Pacific Powder Sales Corporation
of Oregon

NOTED
C. W. HEAD

RECEIVED
DEC - 6 1962
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: State of Oregon, State Highway Department:

Notice hereby is given that the undersigned, Pacific Powder Sales Corporation of Oregon, has a claim for blasting materials and supplies in the sum of $3,242.66 against the bond taken from Crick & Sons and St. Paul Fire & Marine Insurance Co. for the work of grading, paving and signing 6.65 miles on Oregon-Washington Highway and the Weston Section of Weston-Elgin Highway southwest of Athena, Umatilla County, Oregon, known as contract no. 6009.

PACIFIC POWDER SALES CORPORATION
OF OREGON

By ____________________

FORM E-123X 100M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
SEP 6 1962

E-172(17)

6009

September 5, 1962

G. S. PAXSON

Mr. G. N. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Contract No. 6009
Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Railroad's File No. D315-2-L02

Dear Mr. Baker:

I have had no word from you since my letter of June 20, 1962, requesting on behalf of the Insurance Adjusters for the contractor on the above-mentioned job a detailed breakdown of the damages which your company sustained as a result of said project.

Perhaps the information has been furnished through other channels, and if so, would you please let me know, so that further follow-up can be eliminated. If the information has not been furnished, could you give us a date as to when it might be expected.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. E. ROHDE
Assistant Counsel

GER:jw
cc: Mr. G. S. Paxson
Crick & Sons

RECEIVED
SEP 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1962
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6009

June 20, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Contract No. 6009
Athena-Blue Mountain Station
Section
Oregon-Washington Highway
Railroad's File No. D315-2-102

Dear Mr. Baker:

Reference is made to the claim of the Union Pacific Railroad against the contractor on the above numbered state highway construction contract for damage to railroad communication lines occurring May 7, 1962, near Weston, Oregon.

We are in receipt of a communication from Lacy and Conyard, Adjusters for Crick & Sons, the prime contractor on said job, requesting a detailed breakdown of damages sustained before making a final decision as to what position they wish to take in connection with the claim. This request is referred on to your office inasmuch as our file does not appear to contain the information requested. Lacy and Conyard are being informed of this referral.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. G. S. Paxson

Crick & Sons
Box 306, Parkwater Station
Spokane, Washington

RECEIVED
JUN 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1962

Lacy and Conyard, Adjusters
404 Hutton Building
Spokane 4, Washington

Re: **Contract No. 6009**
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Railroad's File No. D315-2-102

Gentlemen:

This will acknowledge your letter of June 12, 1962, requesting a detailed breakdown of the damages sustained by the Union Pacific Railroad Company in connection with the work done on the above subject state highway construction contract.

Inasmuch as our files do not contain the information requested, we have referred your letter directly to Mr. G. H. Baker, Superintendent of the Union Pacific Railroad Company, with a request that the information desired be supplied.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. G. S. Paxson

RECEIVED
JUN 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JN 20 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 18, 1962

F-170(17)

6009

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects F-170(17) and S-76(5)
Seeding & Mulching by State Forces

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

copy To Young - with attachment
6-19-62

RECEIVED
JUN 14 1962
FOR FILING

F

6009

June 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-236, covering seeding and mulching on the Athena-Blue Mountain & Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, Contract No. 6009, in connection with Federal Aid Project No. F-170(17), S-76(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $7,000.00, with Federal participation of $4,200.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

DBP:jb
Enc.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUN 7 1962
FOR FILING

6009

June 6, 1962

Lacy and Conyard, Adjusters
404 Hutton Building
Spokane 4, Washington

Re: Contract 6009
Athena-Blue Mountain Station
Section
Oregon-Washington Highway

Attention: L. A. Conyard
Adjuster

Dear Mr. Conyard:

Your letter of May 28th, 1962, directed to Union Pacific Railroad Company relative to your investigation of damage to railroad communication lines occurring about 2:15 P.M. on May 7, 1962, near Weston, Oregon, and your disclaimer of responsibility, has been forwarded to this office for study.

We disagree with you that there is no liability on the part of Crick & Sons. I refer you to a copy of the above contract and particularly the following which is a direct quote:

> "(b) Contractor -- The word 'contractor' means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the named insured."

NOTED

This is taken from that portion of the highway contract dealing with railroad protective liability which has been signed by Crick & Sons, who is the prime contractor, and it is the opinion of the undersigned that you are incorrect in your assumption that Crick & Sons are not responsible.

RECEIVED
JUN 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

I hope that this information leads you to take another look at this matter. If you should desire any further information from me concerning the same, please do not hesitate to call upon me.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 North Larrabee Avenue
Portland 17, Oregon

Crick & Sons
Box 306
Parkwater Station
Spokane, Washington

G. S. Paxson

RECEIVED
JUN 5 1962
FOR FILING
[illegible]

6119

June 5, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Athena-Blue Mountain Section
Oregon-Washington Highway

This will acknowledge receipt of your letter of May 15 advising that damage had been caused to your communication lines on the Athena-Blue Mountain Section by operations of our contractor.

In making up any billing for repair of this damage, please keep it separate from routine flagging or other reimbursable costs so that we may make the proper charges in this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
bc Mr. Forrest Cooper
Mr. A. F. Parson
Mr. F. D. Morgan

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 15, 1962

File Ref. D 315 - 2 - 102

U. S. CERTIFIED MAIL,
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Athena - Blue Mountain Section,
Oregon-Washington Highway

This is to advise that Railroad's communication lines were damaged at about 2:15 PM, MAY 7, 1962, near Weston, Oregon, at Railroad MP 21.3 Pendleton Branch, due to operation of a crane by the State's Contractor, Crick and Sons on captioned project.

We expect to present a bill for the damage when the costs have been determined.

Will you please acknowledge receipt of this letter?

Very truly yours,

G. H. Baker
G. H. Baker,
Superintendent

RECEIVED
MAY 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
James Crick Jr. and
Robert Crick, dba Crick and Sons
5909 E. Sharp Street
Spokane, Washington

R. E. "Eddie" Page, Inc.
Second at Stevens
Spokane 4, Washington

RECEIVED
JUN 7 1962

FOR FILING

[illegible]

60

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 1, 1962

File Ref. D 315 - 2 - 102

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Athena - Blue Mountain Section,
Oregon - Washington Highway

Attached for your information is copy of letter dated May 28, 1962, received from Lacy and Conyard, Adjusters, representing Insurance Carrier for Crick and Sons in response to our letter of May 15 concerning damage to communication lines on the above-captioned project.

We believe that the Insurance Adjusters are incorrect in alleging that there is no liability on the part of Crick and Sons as the damage was caused by Subcontractor, Snook Brothers Construction. The railroad protective insurance policies furnished our Companies by Crick and Sons, define the word "Contractor" to mean the Contractor designated in the declarations of the policies and includes all Subcontractors of said Contractor. Nevertheless, under Section 5 concerned with Injury and Damage in the agreement between the State and the Railroads covering the project, the State is liable for expenses incurred by the Railroads in connection with damage to our property by the State or its Contractors or Subcontractors. Therefore, will you please handle this matter in order that it may be concluded to our mutual satisfaction?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

NOTED
G. S. PAXSON

RECEIVED
JUN - 4 1962
OREGON
STATE HIGHWAY COMMISSION

LOUIS A. CONYARD

THOMAS P. LACY

LACY AND CONYARD, ADJUSTERS
INSURANCE LOSSES – ALL LINES
404 HUTTON BUILDING
SPOKANE 1, WASHINGTON
TEMPLE 8-4196

May 28, 1962

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Your File Ref. D315 -2-102
Athena-Blue Mountain Section,
Oregon-Washington Highway
D/L 5/7/62

Attn: G. H. Baker, Superintendent

Gentlemen:

In reference to your correspondence of May 15, 1962, to the Oregon State Highway Department, regarding damage to railroad communication lines occurring about 2:15 P.M., May 7, 1962, near Weston, Oregon, at Railroad MP 21.3 Pendleton Branch, please be advised that any claim for this mishap must be made directly against the responsible party, who were the sub-contractors operating under bond, namely Snook Brothers Construction, P.O. Box 687, Corvallis, Oregon.

We are the adjusters representing insurance carrier for Crick and Sons and inasmuch as we feel there is no liability whatsoever on the part of these insureds we recommend that you proceed directly against Snook Brothers or their liability carriers.

Very truly yours,

L. A. Conyard

L. A. Conyard
Adjuster

LAC:ls
cc - Snook Brothers
P.O. Box 687, Corvallis, Ore.

Crick & Sons
Box 306, Parkwater Sta., Spokane, Wn.

Eddie Page Ins. Agency
S. 17[illegible] Stevens, Spokane, Wn.

Voight-Walker Co.
White-Henry-Stuart Bldg., Seattle, Wn.

A.V.D.
MAY 30 1962

DIVN. ENGR.
MAY 29 1962
UPRR ALBINA

RECEIVED
MAY 17 1962
FOR FILING

May 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 5 covering the obliteration of partially graded county road approaches on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, Contract No. 6009, in connection with Federal-Aid Project No. F-170(17), S-76(5).

The county has abandoned the county road, with approaches partially completed in the vicinity of Station 960, eliminating the necessity of the approaches. This agreement documents the obliteration of the approaches at contract bid prices.

This work has been verbally approved by the B.P.R. District and Area Engineers. Work was authorized to proceed as of April 17, 1962, as an emergency measure to expedite construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:cr

RECEIVED
MAY 7 1962

FOR FILING

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1962

SUBJECT Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Umatilla County
Contract No. 6009

To: MEMO TO THE FILE

While on the above project last week the culvert installation at 1035+70 was discussed with John Walker, Resident Engineer.

The most easterly section of this twin 162" structural plate culvert was installed with flow line 3 feet higher than the westerly parallel section. This in no way detracts from its intended water carrying function, but does enhance its use as a stock pass.

The user is now desirous of having the flow line paved for better use. Mr. Walker has made no comittments. He did believe, however, since the involved property is a condemnation case (Mrs. Frances Fitzsimmons, R/W 32305) that the Right of Way Division should be advised. A copy of this memo to Walter Wright is intended for that purpose.

G. L. Decker

G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter
W. T. Wright

RECEIVED
MAY 7 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAY 3 1962
FOR FILING

F-[illegible]

6[illegible]

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement, dated November 15, 1961, File 32481, with the Union Pacific Railroad relative to construction of the Athena-Blue Mountain Station Section, Project No. F-170(17) and Project No. F-170(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
MAY 4 1962
FOR FILING

F 170(16)

6009

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised rights of way plans Sheet No. 6 for the Athena-Blue Mountain Station Section Project No. F-170(16).

We request that one copy be returned, approved for our files, if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:cr

FILE NO. [illegible]

RECEIVED

FORM E-30 30M 11-61 40230

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1962

RECEIVED

SUBJECT: Pux 428, Pux 432, and Pux 433
Athena (East) - U-Xing, O-Xing
& G-Xing
Union Pacific Railroad Company
Umatilla County

To: Mr. Floyd Query, Secretary
State Highway Commission

OFFICE

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J N Hershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison
Earl Seling

NOTED
FLOYD QUERY

RECEIVED
APR 25 1962
FOR FILING
F-190 (14)
6009

Salem, Oregon
April 23, 1962

Athena-Blue Mountain Sta. Section
Oregon-Washington Highway
Contract No. 6009

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attached are copies of letters exchanged between this office and the Union Pacific Railroad Company, having to do with the haul road crossings of subject section.

I believe we are in complete agreement with the railroad company and that this clears the way of any difficulties as far as authority to cross their tracks is concerned.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

cc Mr. A. F. Parson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 10, 1962

(File Ref. D 315 - 2 - 102)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Athena-Blue Mountain Section
Oregon-Washington Highway - Contract #6009

Referring to recent telephone conversation between Mr. Paxson and my office, concerning haul road crossings on railroad tracks at Railroad's M. P. 20.68 and M. P. 21.84 on Pendleton Branch, in connection with above-captioned project.

It was the intent of my letter of March 7 to include the proposed haul road crossing on shoofly track at M. P. 20.68 as well as crossing on present track at this location.

Permission to use the crossing on the railroad shoofly as well as the other two crossings, is granted under the same terms as outlined in my letter of March 7. These terms were accepted by your letter of March 15, 1962.

Yours very truly,

G. H. Baker,
Superintendent

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

SUBJECT: Additional Easement from UPRR
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Contract No. 6009

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
BUILDING

The area acquired by easement from the Union Pacific Railroad for the highway undercrossing near Station 1029 on this project has been found to be too small for simultaneous use by the grading and the bridge contractor. Only 8 feet are left between the end of the proposed structure and the present easement line.

By extending the highway right of way line across the railroad right of way on a straight line, an additional 70 feet could be utilized as a haul road crossing during the bridge construction. This area would not be needed permanently, and would be used during the construction only by the contractor.

In view of the above, it is recommended that the Union Pacific Railroad be requested to grant an additional temporary easement and move the haul road crossing southeasterly to Railroad Station 398+40. This proposed easement is shown on the attached sketch map, which also shows the sight distance in both directions from the crossing.

A rough draft of a letter to the Union Pacific Railroad is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp
Enc.
cc A. F. Parson

ROUGH DRAFT

Salem, Oregon
April 6, 1962

Union Pacific Railroad Company
2525 North Larrabee Street
Portland 17, Oregon

Haul Road Crossing Easement
Pendleton Branch of Union Pacific Railroad
Umatilla County

Attention: Mr. G. H. Baker

Gentlemen:

Due to a possible conflict during the construction of the highway undercrossing near Station 400 on this section, we hereby request that an additional 70-~~feet~~ temporary easement be granted to allow simultaneous operations by our grading and paving contractor and our structure contractor. The easement as it exists is sufficient to accommodate the completed roadway, but is not large enough to allow a haul road across the railroad right of way while the structure is being built.

A sketch map has been prepared showing the proposed additional easement and the sight distance from the proposed shoofly crossing. We have enclosed three prints of this sketch map.

The construction and operation of the haul road will be the same as the presently proposed crossing.

Your approval of this temporary easement is requested.

Very truly yours,

CHB:fp

Enc.

cc F. D. Morgan
A. F. Parson

K

RECEIVED
AUG 1 1962
FOR FILING

[illegible]

March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of project agreement estimate, revised to include utility work by the City of Weston, for the Weston Section, Project No. S-76(5).

This is not a request for modification of project agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-76(5)

WESTON SECTION OF THE WESTON-ELGIN HIGHWAY

IN UMATILLA COUNTY

(Project agreement estimate revised to include
additional utility work. Not as a basis for
modification of project agreement. Based on
low bid prices and estimated utility work costs.)

Salem, Oregon, March 27, 1962

Type Code 6201
Roadway (Sta. "W" 10+80.29 thru equa. "WF" 12+96.52 - "W" 12+96.52 to
Sta. "W" 66+47.75) (Contract No. 6009)

Clearing and Grubbing	All	Required (12%)		$ 3,240.00
Drainage Excavation, Unclassified	125	cu.yds.	$1.00	125.00
General Excavation, Unclassified	25,300	cu.yds.	0.39	9,867.00
Short Overhaul	142,700	yd.sta.	0.01	1,427.00
Long Overhaul	1,300	C-yd.sta.	0.40	520.00
Finishing Roadbed and Slopes	All	Required (12%)		600.00
Rounding Cutbanks	400	lin.ft.	0.10	40.00
12-inch Culvert Pipe	120	lin.ft.	3.00	360.00
18-inch Culvert Pipe	80	lin.ft.	4.00	320.00
24-inch Culvert Pipe	60	lin.ft.	6.50	390.00
Class "A" Concrete in Box Culverts and Walls	110	cu.yds.	75.00	8,250.00
Metal Reinforcement in Box Culverts and Walls	17,200	lbs.	0.145	2,494.00
Metal Guard Rail	300	lin.ft.	2.20	660.00
Guide Posts, W-2	28	only	7.00	196.00
Type 2 Fence	60	rods	6.10	366.00
Coarse Crushed Material in Base	14,500	tons	1.20	17,400.00
3/4" - 0 Material in Base	3,300	tons	1.30	4,290.00
Sprinkling	420	M-gal.	2.00	840.00
Preparation of Base	All	Required (12%)		120.00
3/4" - 0 Material in Binder Course	120	cu.yds.	2.35	282.00
MC-2 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	2,900	tons	3.44	9,976.00
Asphalt in Mixture	160	tons	33.00	5,280.00
Extra for Paving Approaches	8	only	40.00	320.00
Removal of Existing Sign Installations	All	Required (66%)		264.00
Wood Sign Posts	All	Required (7%)		175.00
Type "C", "D" and "E" Signs in Place	57	sq.ft.	3.20	182.40
Type "F" Signs in Place	10	sq.ft.	3.15	31.50
Type "A" Signs in Place	81	sq.ft.	7.25	587.25
				$69,603.15

Flagging (57½% of Contractor's Cost)	All Required (15%)	$ 300.00
Signing (Temporary)	All Required (25%)	200.00
		$ 500.00

Utilities

Work by City of Weston	All Required	$ 420.00
Work by Athena-Weston Television Corp.	All Required	965.00
		$ 1,385.00
	Subtotal	$71,488.15
	Engr. & Cont.	5,624.85
		$77,113.00

Length of Roadway - - - - - - - 0.901 Mile
Cost of Roadway Per Mile - - - $85,586.01

Federal Funds -	$48,000.00
State Funds -	29,113.00
	$77,113.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WESTON SECTION

PROJECT S-76(5)

Estimated Cost of Work by the Athens-Weston Television Corp.

Material	$1,067.85
Labor	863.50
Equipment	80.00
Total	$2,011.35

Project S-76(5) 48% of Total Cost	$ 965.45
Use	$ 965.00
Project F-170(17) 52% of Total Cost	$1,045.90

Estimated Cost of Work by the City of Weston

Unit #1 (Sta. "B" 23+50 to Sta. "B" 36+50)

Material 1,300' 1" gal. Pipe			at	$ 0.22	$ 286.00
Fittings, etc.					10.00
Backhoe	24	hrs.	at	12.00	288.00
Labor	24	hrs.	at	4.00	96.00
					$ 680.00
* State Share (62%) Lump Sum					$ 420.00

* Based on length of installed pipe. 800' (Sta. 28+50 - Sta. 36+50) is chargeable to project S-76(5) the balance (500') is nonparticipating.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 23, 1962

City of Weston
Water Department
Weston, Oregon

Attention: Mr . Loyal Good

Re: Water Line Adjustment
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
and
Weston Section
Weston-Elgin Highway
Umatilla County
State Project No. S-76(5)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the Weston Section has been approved by the State. You are hereby authorized to proceed with the work as of March 16, 1962. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $978.80 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
A. F. Parson
J. H. Walker
C. G. Polk

RECEIVED
R 1 1962
FOR FILING

6609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

SUBJECT: Water Line Adjustment
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
and
Weston Section
Weston-Elgin Highway
Umatilla County
Project No. S-76(5) & State

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
La Grande, Oregon

Enclosed are two (2) copies of the estimate and sketch map submitted by the City of Weston for the adjustment of their facilities on this project. The State Force Order for this work has been submitted by J. H. Walker, Resident Engineer.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

FWS:bjh
encs.

cc: G. S. Paxson ✓

RECEIVED
MAR 23 1962
FOR FILING

6009

March 22, 1962

Mr. G E. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee
Portland 17, Oregon

Dear Sir:

Re: Grade Crossing - M.P. 21.84
Athena-Blue Mountain Station
Section
Oregon-Washington Highway

The subject grade crossing, which was covered by P.U.C. Order 38033, is now being constructed and will be used both as a haul road and as a county road crossing. The P.U.C. Order specifies crossbucks at the crossing. It would be appreciated if you would take the necessary steps to have these crossbucks installed as soon as possible.

The cost of furnishing and installing the crossbucks is a reimbursable item and will be paid for by the State.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. A. F. Paxson

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1962

SUBJECT: U.P.R.R. Crossings
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Contract No. 6009

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
BUILDING

We haved received a request from the field that a letter be written to the Union Pacific Railroad requesting that the cross buck signs be installed at the grade crossing at M.P. 21.84 as soon as practicable. This request was made jointly by J. H. Walker, our resident engineer, and Mr. Bob Orr of Union Pacific.

It is proposed that this grade crossing be used as a haul road crossing and as a county road crossing, both uses to start immediately. Therefore, it is desirable that the installations be made soon.

These cross bucks are required under P.U.C. Order 38033, and are to be installed at the expense of the State.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp

RECEIVED
MAR 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 6-61

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6009

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 19, 1962

Weston & Athena Community TV System
320 S. W. Court Avenue
Pendleton, Oregon

Attention: Mr. Harold B. Fetterly

Re: TV Cable Adjustment
Athena-Blue Mtn. Sta. Section and Weston Section
Oregon-Washington and Weston-Elgin Highways
Umatilla County
Project Nos. F-170(17) and S-76(5)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the abovenamed project has been approved by the State and the Bureau of Public Roads.

You are hereby authorized to proceed with the work as of March 14, 1962. Reimbursement for work done subsequent to that date will be made subject to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

TWL:bjh

cc: A. F. Parson
J. H. Walker
G. S. Paxson
R. L. Porter
L. H. Young
C. M. Maison
C. G. Polk

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1962
FORM E-30 50M 11-61 40230
FOR FILING

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1962

SUBJECT: Athena-Blue Mtn. Section
Oregon-Washington Highway

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Reference is made to your letter of March 9, which enclosed a copy of Union Pacific's letter of March 7 concerning the conditions under which they would allow crossings of their facility at Railroad M.P. 20.67 and 21.84, Pendleton Branch.

These conditions are satisfactory. Our contractor has agreed to assume all obligations imposed upon the State not covered by the Public Utility Commissioner's Order No. 38033 covering the crossing at Railroad M.P. 21.84.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
A. F. Parson

G. S. PAXSON

RECEIVED
MAR 21 1962
FOR FILING
F-170 (17)
6009
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

[illegible] NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 16, 1962

(File Ref. D 315 - 2 - 102)

Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In line with your telephone conversation today with our office, herewith is copy of Exhibit "B" from proposed agreement between the State and the Railroads, covering relocation of Athena-Blue Mountain Section of Oregon-Washington Highway in Umatilla County, Oregon.

Very truly yours,

G. H. Baker,
Superintendent

enc.

File Gardner

Original
to Mr. Gardner
3-21-62
m

EXHIBIT "E"

Estimated Cost of Work to be Performed by Union Pacific Railroad Company in Connection with the Relocation of Oregon-Washington Highway, near Weston, Oregon

1.	Furnish labor and material to construct and remove shoofly track and remove and replace track at undercrossing structure.	$19,190.
	Estimated credit to be allowed for materials released from shoofly track.	Cr. 7,000.
2.	Furnish labor and material for rearrangement of right-of-way fences.	400.
3.	Furnish labor and material to install crossing signs, whistle signs and cattle guards.	460.
4.	Furnish labor and material for temporary and permanent rearrangement of communication line.	1,695.
5.	Furnish labor and material to install double inside guard rail.	610.
6.	Furnish such engineering and inspection service as in the opinion of the Railroads is necessary account construction operations.	5,300.

7. Furnish flagging and other protective services on the following basis:

Information as to the Railroad employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Labor	$2.12 to $2.17 per hour	Milton, Oregon
1	Section Foreman	$2.36 to $2.51 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however,

EXHIBIT "B" (Cont'd.)

(a) cont'd.

additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroads.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 16, 1961. Normal overtime rate is one and one-half times base rate.

(d) Estimated costs for travel per employee from headquarters to jobsite and return is $3.25 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployement Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

RECEIVED
MAR 16 1962
FOR FILING

6009

March 15, 1962

Mr. O. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Athena-Blue Mountain Section
Oregon-Washington Highway

Reference is made to your letter of March 7, 1962, concerning haul roads across your tracks on the above-captioned section.

This is to advise our approval and acceptance of the terms set forth in that letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. Forrest Cooper
Mr. A. F. Parson
Mr. F. D. Morgan
Mr. C. E. Maison

RECEIVED
16 19

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: March 15, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6609

Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

Copy To
[illegible]
3-16-62

SUBJECT: Oregon Project F-170(17)
Athena-Blue Mountain Station Sec., Oregon-Washington Hwy.
Utility adjustment - Weston & Athena Community TV System

We hereby approve the agreement evidenced by the exchange of correspondence between the utility and the State.

Authority to proceed with the adjustment is granted as of March 14, 1962. Reimbursement is subject to the provisions of PPM 30-4.

RECE
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OFFICE O
STATE [illegible]

RECEIVED
MAR 14 1962
FOR FILING

6009

Salem, Oregon
March 9, 1962

Athena-Blue Mountain Section
Oregon-Washington Highway

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attached are duplicate copies of a letter from the Union Pacific Railroad Company having to do with haul road crossings on the Athena-Blue Mountain Section of the Oregon-Washington Highway.

Will you please advise if the condition surrounding the permission to cross the Company's tracks is satisfactory.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 7, 1962

(File Ref. D 315 - 2 - 102)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Athena-Blue Mountain Section - - -
Oregon-Washington Highway - Contract 6009

Kindly refer to your letter of January 31 requesting permission to install haul road crossings on our tracks at Railroad Mile Posts 20.67 and 21.84 on Pendleton Branch, in connection with the above-captioned project.

From a field check of these proposed crossings, we determined that the center line of the 20-foot crossing at Railroad Sta. 398+75 could be shifted to Sta. 398+80 (M. P. 20.67), thereby placing both crossings within easement areas granted to the State under an agreement dated November 15, 1961; hence it will not be necessary for us to enter into a formal agreement to cover the proposed haul roads.

Since receiving your request, we have received verbal information from your Resident Engineer on the project, that the State proposes to assume all costs on installation of crossing at Railroad Sta. 335+79.6 (M. P. 21.84) rather than recollect from State's Contractor, as it is planned to eventually use this crossing for a detour road. Therefore, Resident Engineer has requested that we furnish the materials for this temporary crossing rather than have Contractor supply materials for both crossings as we had originally planned.

Considering the above, approval for the haul road crossings will be given by the Railroad under the following conditions:

1. The State's Contractor will furnish planking material for 20-foot crossing at M. P. 20.67, and crossing will be installed by Railroad forces.

2. The Railroad will furnish all material and will install 20-foot crossing at M. P. 21.84.

3. The grade on proposed haul road at M. P. 21.84 will be revised by the State to provide a 50-foot level section to either side of the track.

4. A Railroad Watchman will be stationed at each crossing when it is used by State's Contractor, at State's expense.

5. The State will have its Contractor provide barricades suitable to the crossing and close the crossing when not in use.

6. The State will instruct its Contractor that all vehicles shall cross over the track at a speed no greater than 10 MPH and be prepared to stop upon signal from Railroad Watchman stationed at each of the crossings.

7. All costs incurred by the Railroad in the installation, maintenance and removal of the temporary crossings, as well as any other necessary cost, will be reimbursed by the State.

8. Before the crossing at M. P. 21.84 is opened to public traffic, the State will install standard advance warning signs on the highway, and the Railroad will install standard crossbuck signs at the crossing, in compliance with Public Utility Commissioner's Order No. 38033.

If the above terms meet with your approval, will you please advise your acceptance by letter? Upon receipt of same, we will proceed with installation of the crossings.

For your information, it will not be necessary for the Contractor to furnish additional railroad protective insurance to cover these proposed haul road crossings.

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
MAR 9 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-K 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1962

(File Ref. D 315 - 2 -102)

6004

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker,
Superintendent

Gentlemen:

Re: Athena-Blue Mountain Section
Oregon-Washington Highway
Bridge No. 8928

I am in receipt of your letter of February 23 returning "Approved" plans on subject job, but with certain revisions made by your Chief Engineer.

All of the revisions requested in this letter have been made except the request that rivets be substituted for field connections in lieu of high-strength bolts. I would like to ask your reconsideration on this item. It has been proven in structural work that high-strength bolts are superior to rivets, and I am quite sure they are accepted by the AREA. The main reason for requesting this change, however, is the difficulty of obtaining field riveters on steel erection. The widespread use of high-strength bolts has not been conducive to the training of riveters on steel erection, and it is almost impossible to obtain qualified personnel for this field operation. Will you please discuss this matter with your Chief Engineer, and advise me if bolts may be used in lieu of the rivets as requested in your letter of February 23?

This project is scheduled for a bid opening on April 11, and if possible, I would like to have your answer on the above request by approximately the first of April.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. R. M. Brown
Mr. P. M. Stephenson L

NOTED
P. M. STEPHENSON

RECEIVED
MAR 5 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6-01

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

City of Athena
City Hall
Athena, Oregon

Water Line Adjustment
Athena-Blue Mtn. Section
Oregon-Washington Highway and
Weston Section
Weston-Elgin Highway
Umatilla County
Project F-170(17)

ATTENTION: Mr. C. G. Dugger

Gentlemen:

The Bureau of Public Roads and the State have examined the justification presented and have concluded that the alternate proposal submitted by the bidder is the more practical way to perform the work. We therefore approve the lump sum bid of $1,190.60 as submitted for that portion of the work. Also approved is the lump sum bid of $1,152.10 for the remainder of the work. Approval of the contract method of performing the work was given on January 10, 1962.

You are hereby authorized to proceed with the work as of January 4, 1962.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

cc W. L. Woodward
206 Empire State Building
Spokane, Washington

G. S. Paxson
R. L. Porter
C. G. Polk
L. H. Young
C. H. Maison
A. F. Parson
J. H. Walker

FWS:fp

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F-170(17) Athena-Blue Mt. Station Sec., 1962
Weston Sec., Ore.-Wash. Hwy.
#6002 (Grad. Pav. & Sign) Folder # 2

RECEIVED
MAR 1 1962
FOR FILING
F-170(17)
6009

February 28, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Athena-Blue Mountain Station and Weston Sections of the Oregon-Washington and Weston-Elgin Highways in Umatilla County, Contract No. 6009, in connection with Federal Aid Project No. F-170(17), S-76(5).

This work is included in the Special Provisions of this contract. It was necessary to start flagging work February 21, 1962. Approval retroactive to include this date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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FEB 27 1962
FOR FILING

170(17)

6009

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Re: Athena Blue Mtn. Station and
Weston Section
Oregon-Washington & Weston
Elgin Highways
Umatilla County
Project No. F-170(17), S-76(5)

Dear Sir:

Herewith are the following data covering adjustments of the Athena-Weston Television Corporporation facilities in connection with construction on the subject projects:

1. Two copies each of our Staff Attorney's letters which establish the obligation of the State to reimburse the Corporation for adjusting certain of the facilities.

2. Two copies of the Corporation's estimates for making the adjustments.

3. Two copies of sketches showing the work to be done.

Your approval of the agreement between the State and Corporation as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

FORM E-30 80M 11-61 40230

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1962

SUBJECT: Athena-Blue Mtn. Station Sec.
Oregon-Washington Highway
Contract No. 6009

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Enclosed find a copy of a letter from the contractor, Crick & Sons, in which they assume all responsibilities and expenses involved in the grade crossing of the Union Pacific Railroad on this project. You will recall that the State of Oregon has acted as an agent for the contractor and has secured from the Union Pacific Railroad permission to cross the tracks at grade for the purpose of moving earthwork.

Please advise when all the negotiations of the State and the railroad have been completed.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: A. F. Parson

2-21-62
Talked to U.P advises
will mail permit
Friday

CRICK & SONS

CONTRACTORS

P. O. BOX 102 • SHARP AND FANCHER WAY YARDLEY, WASHINGTON • KEystone 4-2609

February 8, 1962

John Walker, Resident Engineer
Oregon State Highway Dept.
Pendleton, Oregon

RE: Contract No. 6009
Athena-Blue Mtn. Project

Dear Mr. Walker:

Regarding the paragraph relating to hauling across the railroad on page 7 of the contract agreement of the Athena-Blue Mountain Station Section of the Oregon-Washington Highway under our contract No. 6009:

Please be advised that we are unable to negotiate with the Union Pacific Railroad Company to obtain the needed crossings. The railroad officials have signified their willingness to negotiate with the Oregon State Highway Department.

If the State of Oregon Highway Department will negotiate for the necessary crossings, we agree to assume all the expenses involved in making the said crossings and agree to abide by the rules and regulations as set forth by the railroad company regarding their use. It is agreed that this will in no way relieve us from any of the responsibility as set forth in the project contract agreements.

Very truly yours,

CRICK & SONS
Robert H Crick
Robert H. Crick

RHC:erb

RECEIVED
FEB 19 1962

FOR FILING

6009

February 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Umatilla County
Project F-170(17)

Dear Sir:

Herewith are two copies of the only bid received for contract work in adjusting the Athena water lines on the subject project, with copies of the letter from the engineer for Athena. As noted in the letter the size and remoteness of the work would not attract contractors.

The pipe crossing at Station 868+44 is the main furnishing the City of Athena water supply. The alternate bid of $1,190.60 will permit the adjustment with much less interruption to the city supply and to construction. Your approval of the alternate bid is requested. The construction cost, with the alternate bid, is only $26.70 more than the estimate submitted with our January 4, 1962, letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

FORM E-123-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH A. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 15, 1962

6009

Athena-Weston TV Corp.
P. O. Box 146
Pendleton, Oregon

Attention: Mr. Harold B. Fetterly

Re: Estimate and Sketch Map
Athena-Blue Mtn. Station Section
-and- Weston Section
Oregon-Washington Highway -and-
Weston-Elgin Highway
Project Nos. F-170(17) & S-76(5)

Gentlemen:

We are returning herewith your estimates and sketch maps for the adjustment of your facilities on the above-named sections, since they are not satisfactory to the State or the Bureau of Public Roads.

You will also find enclosed a sample copy of a lump sum estimate which is satisfactory to the State and Bureau of Public Roads. Please refer to Policy and Procedure Memorandum 30-4, paragraph 7e(3), a copy of which is also enclosed.

Please note that the analysis of the estimated cost should show the details of man-hours by class and rate, equipment by type, size, and rate, materials and supplies by items and price, and also other overhead factors.

We have enclosed for your convenience sepia (reproducible) prints of the three sheets of the plans which affect your facilities. You will note that the adjustments have been indicated on these sheets. If the notes on these drawings meet with your approval, please sign each one, and return them with your detailed, lump sum estimate. We then

NOTED
G. S. PAXSON

may make all the necessary copies of this information.

Since the State's contractor is ready to begin work in the Weston area, your earliest attention to this matter would be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

TWL:bjh

encs.

cc: G. S. Paxson

RECEIVED
FEB 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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1962
FOR FILING
6009

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1962

SUBJECT: Athena-Blue Mtn. Sta. Section
Oregon-Washington Highway
Contract No. 6009

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
La Grande, Oregon

We are attaching a copy of letter from G. H. Baker, Superintendent, Union Pacific Railroad Company, dated January 30, and one from L. H. Young, Office Engineer, dated February 1 for your information.

These letters are both with reference to the railroad's approval of the plans for the above section, insofar as the plans affect the railroad.

It will be noted the approval is subject to an increase in the size of reinforcing bars marked "a" in the stem of the retaining wall shown on Drawing 17101. This change in size increases the #4 size bars to #5 and the #5 size bars to #6. No change in steel sizes for the footing. Mr. Ted Roake, Assistant Bridge Engineer, was made aware of this steel size change today.

Will you please take the necessary steps to assure this change is incorporated into the wall construction.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

cc: G. S. Paxson ✓
I. D. Merchant
Floyd Query
Al Hardwood
John Walker

NOTED
G. S. PAXSON

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FEB 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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EB 1 1962
FOR FILING

F [illegible]

6009

Salem, Oregon
February 1, 1962

Athena-Blue Mountain Station Section
Oregon-Washington Highway
Contract No. 6009

F. D. Morgan
Construction Engineer
OFFICE

Herewith copy of report from the Union Pacific Railroad Company in which they approve the plans which were recently submitted to them, insofar as the plans affect the railroad property. Their approval is given subject to an increase in the size of reinforcing bars as indicated on Drawing 17101.

Will you please arrange to have this change incorporated into the wall during construction.

When you are finished with the plans will you please send them to Mr. Query for inclusion with the railroad correspondence.

L. H. Young
Office Engineer

LHY:lt

cc: G. S. Paxson
Ivan Merchant
Floyd Query

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 30, 1962

(File Ref. D 315 - 2 - 102)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. L. H. Young,
Office Engineer

Dear Sir:

Kindly refer to your letters of November 22 and December 21, 1961, transmitting to us copies of Special Provisions and Plans covering grading, paving and signing work on the Athena-Blue Mountain Station Section of the Oregon-Washington Highway and Weston Section of the Weston-Elgin Highway in Umatilla County, Oregon.

Returned herewith is one (1) set of plans, approved by Mr. W. E. Dowling for Railroad's Chief Engineer, Mr. J. A. Bunjer, insofar as plans affect the Railroad Company. Approval is given subject to an increase in the size of reinforcing bars marked "a" in stem of the retaining wall shown on Drawing 17101 and as noted in red pencil on the print.

Very truly yours,

G. H. Baker,
Superintendent

enc.

RECEIVED
31 1962
FORM E-30X—50M—6-61—36062

6009

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1962

SUBJECT: Temporary Railroad Crossing
Athena-Blue Mtn. Sta. Section
Oregon-Washington Highway
Contract No. 6009

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
La Grande, Oregon

Before we can complete processing the request of Crick & Sons for a haul road crossing permit across the Union Pacific Railroad on this project, it is necessary that we have a clear statement from the contractor that he will assume all costs and responsibilities imposed upon the State by the Union Pacific Railroad. Please secure and forward such a statement promptly.

F. D. Morgan
Construction Engineer

By Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

cc: G. S. Paxson
R. L. Porter ✓

NOTED
R. L. PORTER

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JAN 31 1962
OFFICE OF
[illegible]

RECEIVED
2 1962
FOR FILING

6009

January 31, 1962

Mr. G. E. Bauer, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Athena-Blue Mountain Station
Section
Oregon-Washington Highway
Contract No. 6009

Our contractor on the grading project, subject section, has requested permission to establish a private haul road crossing of your tracks adjacent to each of the overcrossing structures which are included. I understand that permits for installation of private haul road crossings will be issued to the state. We in turn will advise our contractor that such permits have been given.

I am attaching four prints from two drawings, dated January 1962, showing the alignment and grades of the proposed haul road crossings. It would be appreciated if you would issue the haul road permits covering the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. R. M. Brown
Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. A. F. Parson

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Contractor's Railroad Crossing
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Contract No. 6009

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Attached are sketches and letters pertaining to our contractor's request for haul road grade crossings on this project. The contractor is Crick & Sons, Yardley, Washington, and a letter from the contractor accepting liability for their actions is included.

Please make application to the Union Pacific Railroad Company for the requested temporary crossings.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Assistant Field Construction Engineer

CHB:bjh

encs.

cc: R. L. Porter

RECEIVED
JAN 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CRICK & SONS
CONTRACTORS

P. O. BOX 102 • SHARP AND FANCHER WAY YARDLEY, WASHINGTON • KEystone 4-2609

January 19, 1962

John Walker, Resident Engineer
State of Oregon
Department of Highways
Pendleton, Oregon

RE: Athena-Blue Mountain Section
and Weston Section
Oregon - Washington Highway
Weston-Elgin Highway
Umatilla County
Oregon Contract No. 6009

Dear Mr. Walker:

Relative to work to be performed by the Union Pacific Railroad Co. on the above contract, the railroad has requested that they deal directly with the State of Oregon in making the necessary arrangements for the work.

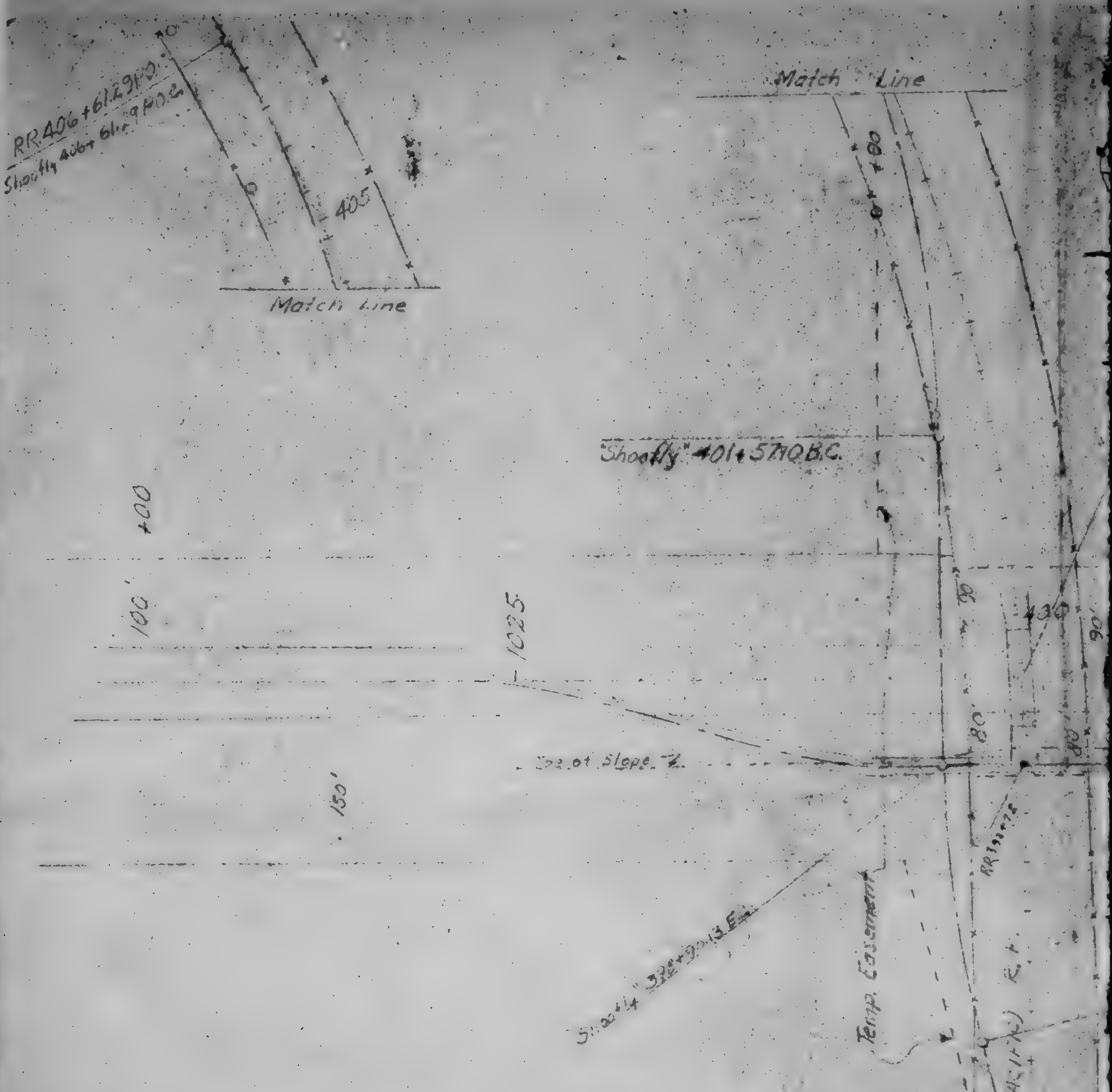
This arrangement is satisfactory for us and it is understood and agreed that we are still liable for any of our actions regarding this work, as set forth in the contract.

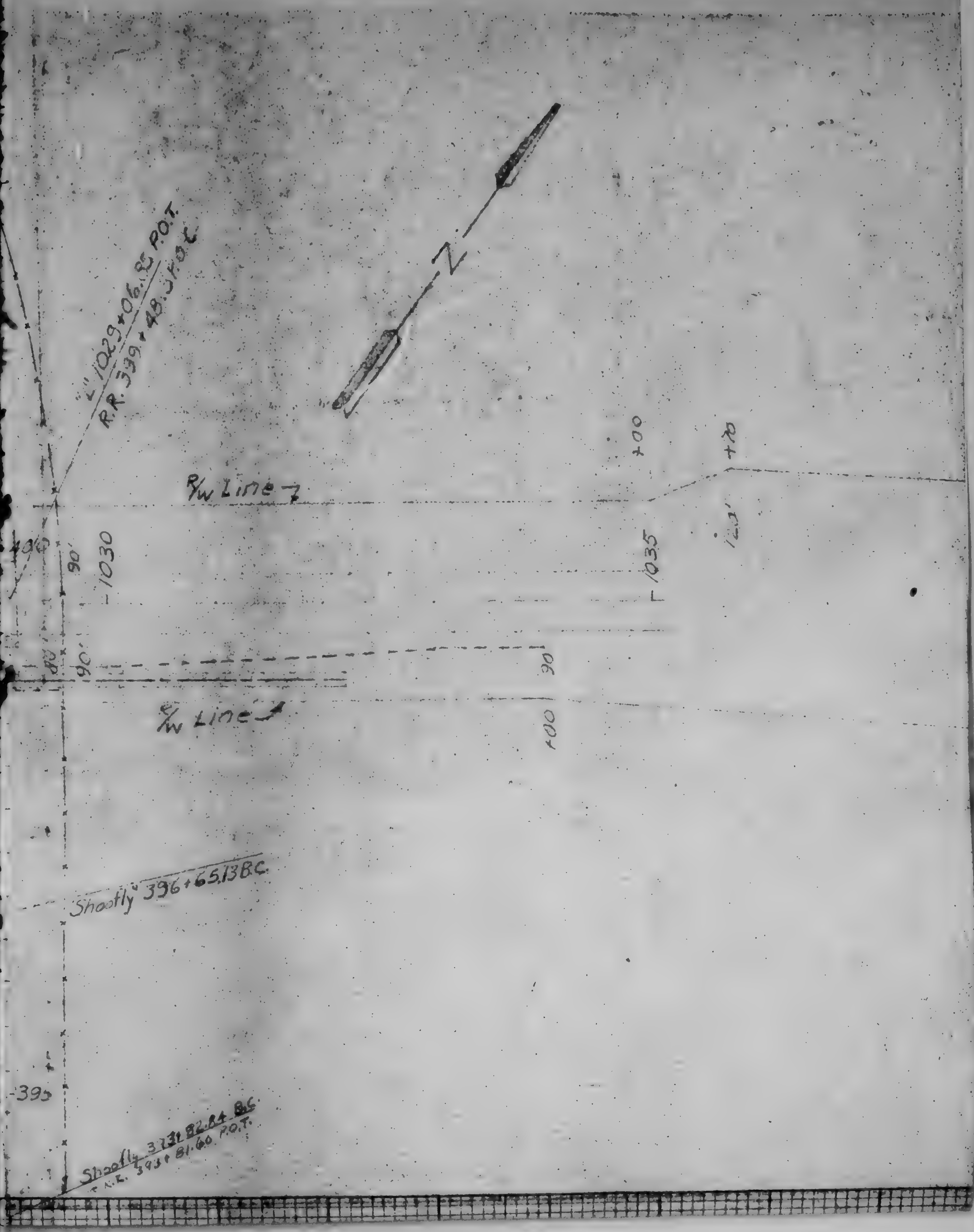
Very truly yours,

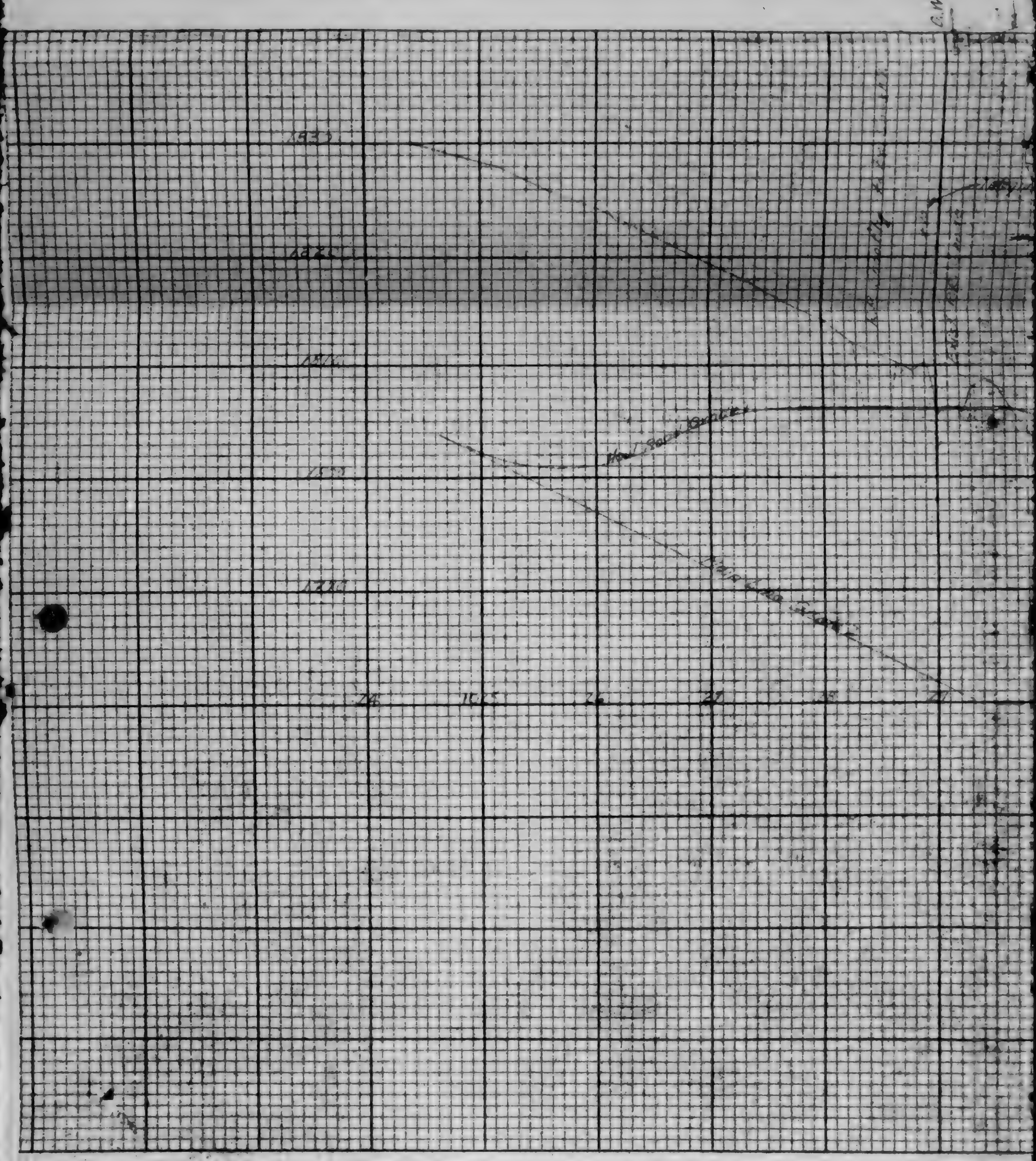
CRICK & SONS

James Crick, Jr.

JC:erb


RR.406+61.29P.O.
Shoofly 406+61.29 P.O.
405
Match Line
Match Line
+00
"Shoofly" 401+57.10 B.C.
+00
100'
1025
Top of Slope
150'
90'
430
90'
80'
80'
RR
Temp. Easement
"Shoofly" 398+90.13 E.C.
"Shoofly" 397+88.84 E.C.
G.W.R.R. E/L (UNION PACIFIC)
395


N
℄" 1029+06.85 P.O.T.
R.R. 399+48.38 P.O.C.
R/W Line
+00
+70
-1030
90'
400
-1035
120'
80'
90'
90
+00
R/W Line
Shoofly 396+65.13 B.C.
-395
Shoofly 373+82.84 B.C.
℄ R.R. 393+81.60 P.O.T.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1920
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1900
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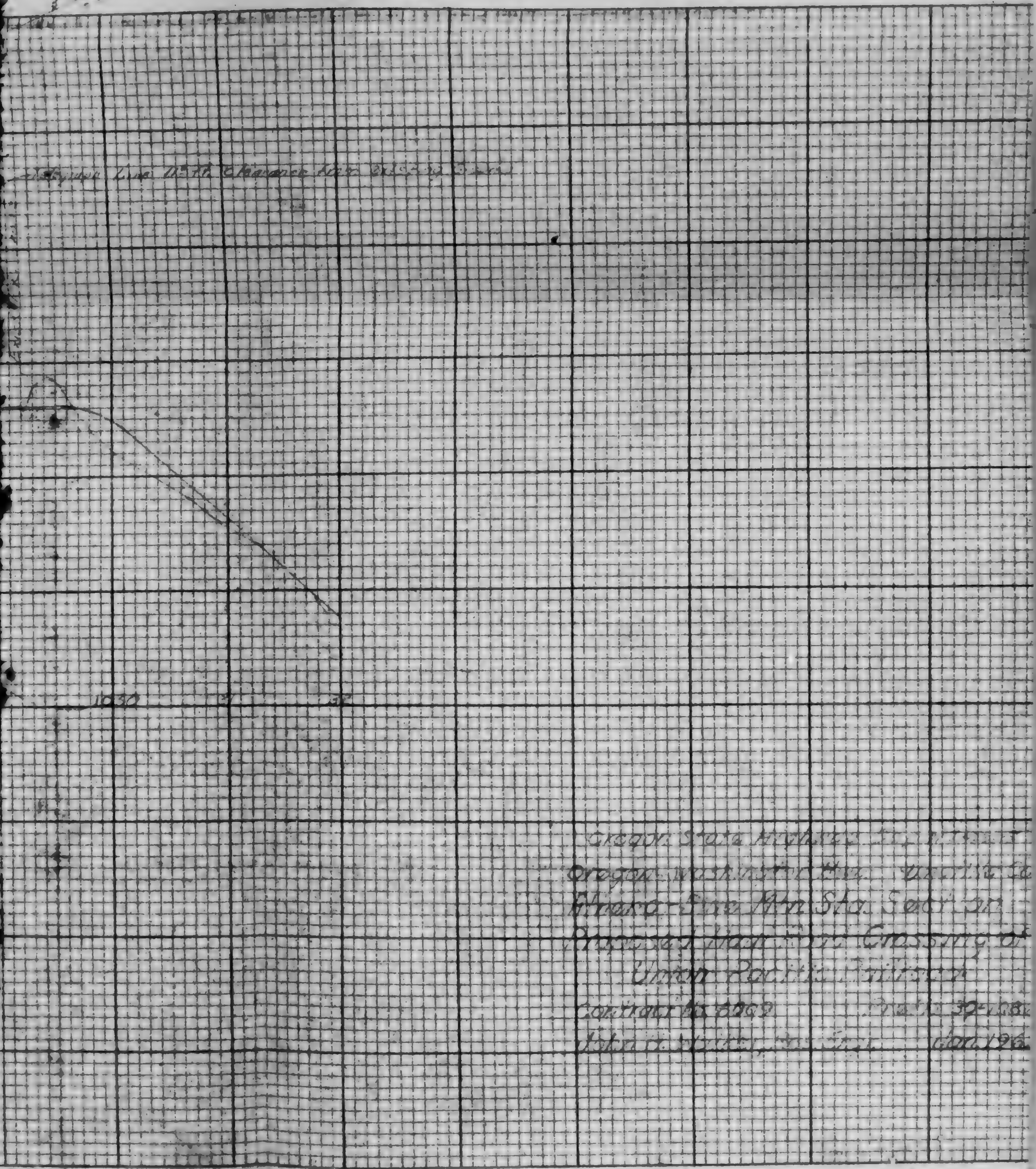
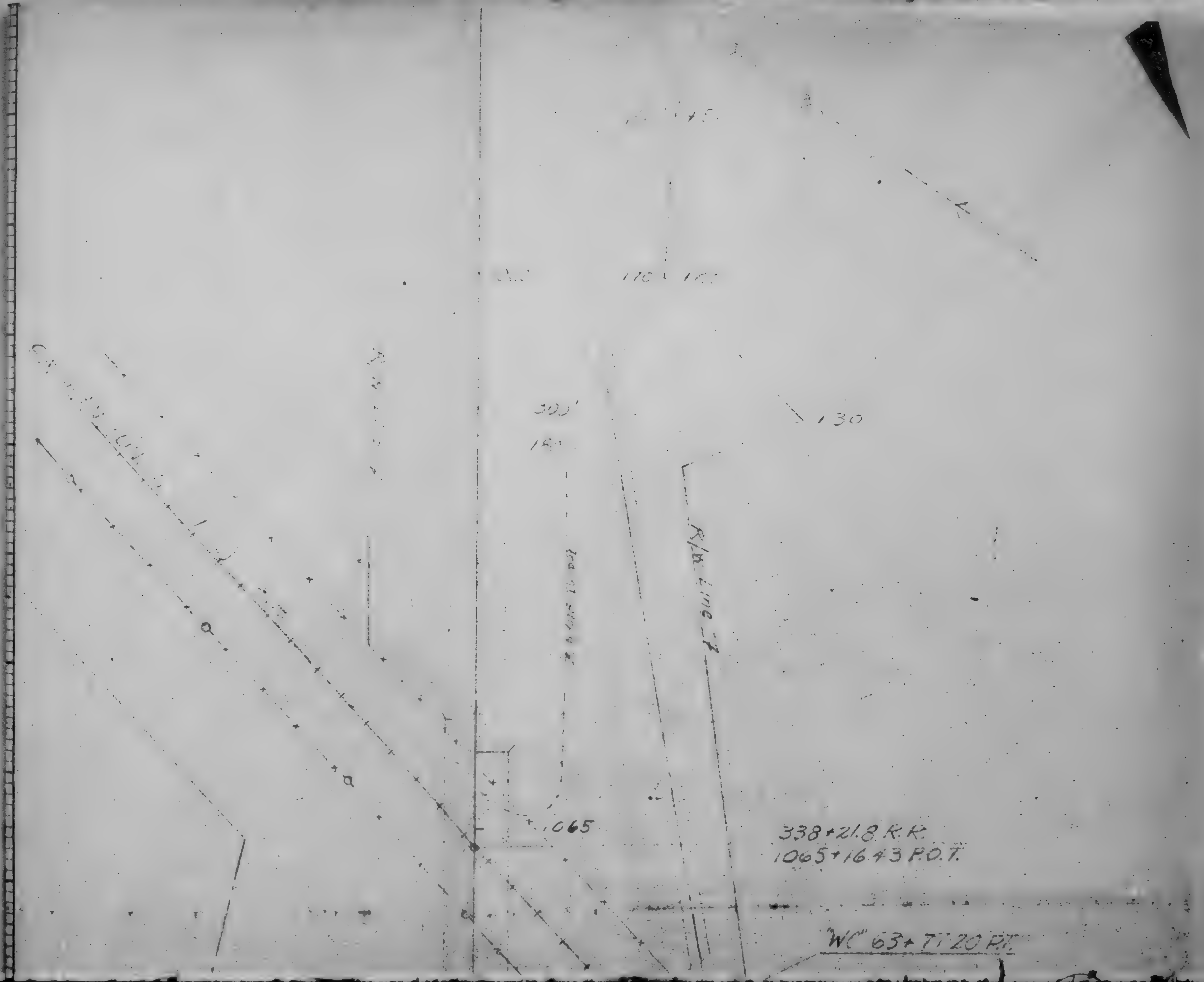
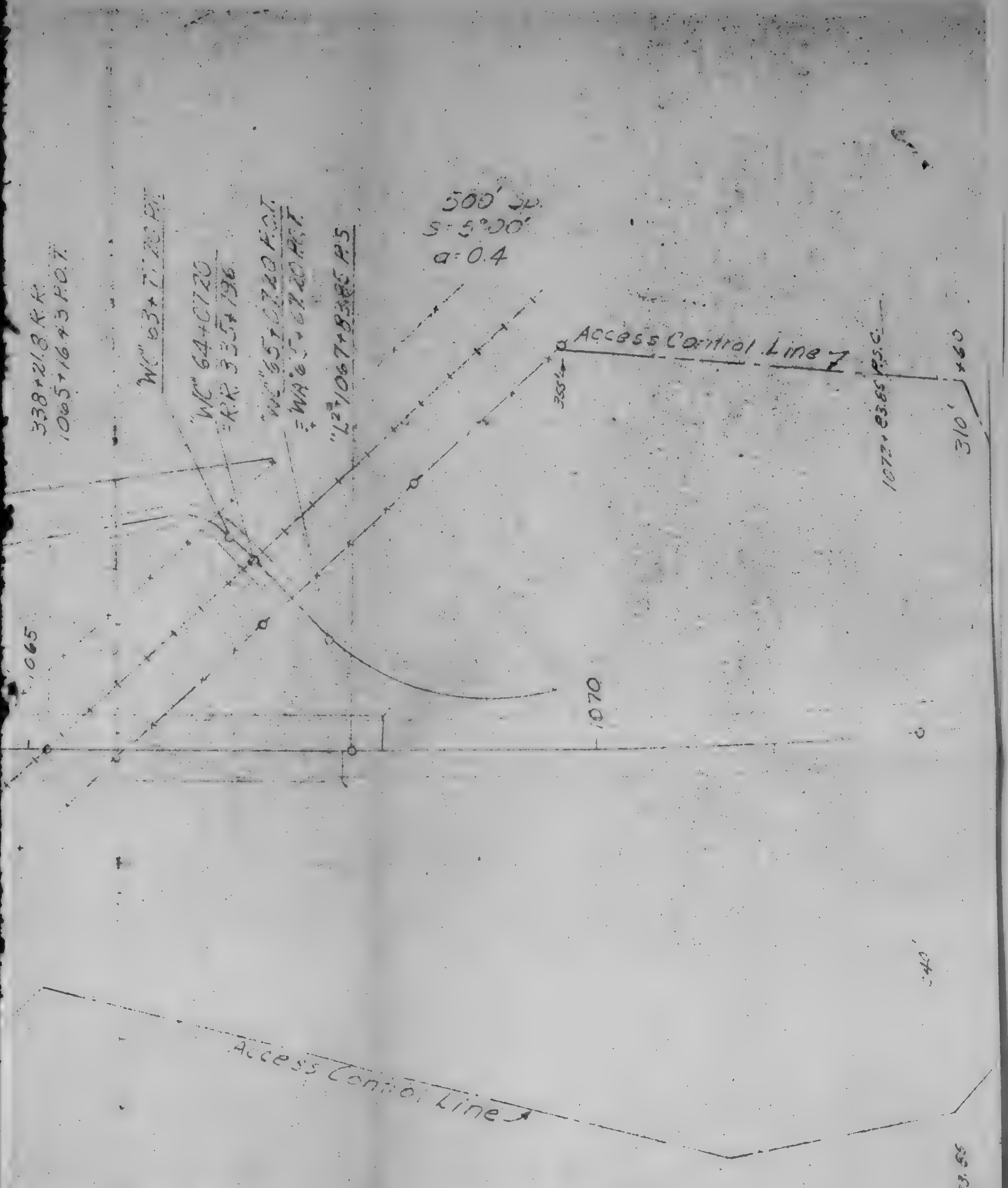
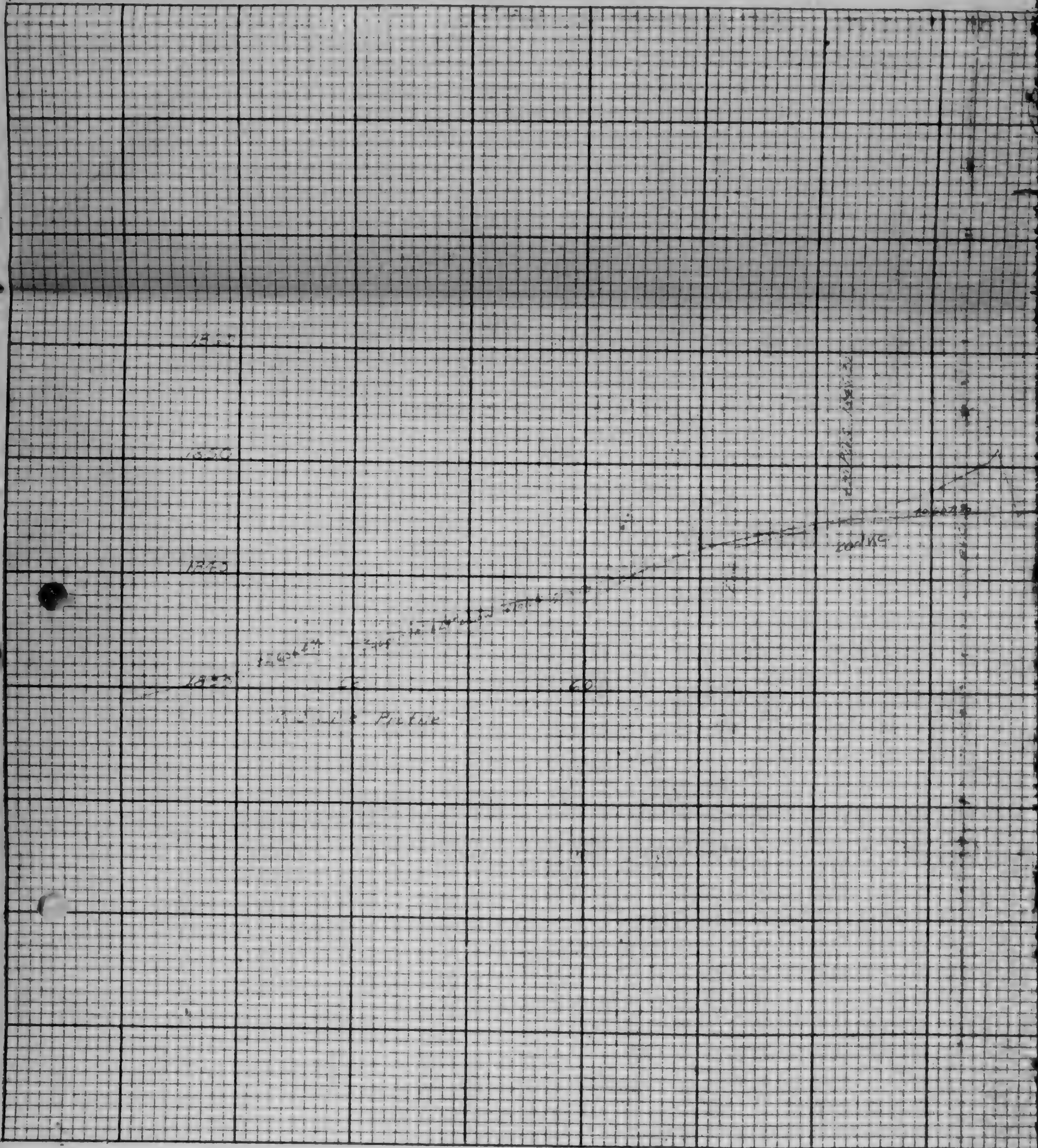
51.22 1.3 4 3



Oregon State Highway [illegible]
Oregon-Washington [illegible]
[illegible]-Pine Mtn. Sta. Sect. [illegible]
Proposed [illegible] Crossing of
Union Pacific Railroad
Contract No. 5269 [illegible] 32-18
[illegible] date 196


130
R/W Line
1065
338+21.8 R.R.
1065+16.43 P.O.T.
WC" 63+77.20 RT.


338+21.8 R.R.
1065+16.43 P.O.T.
"WC" 63+71.20 P.I.
"WC" 64+0720
= R.R. 335+196
"WC" 65+07.20 P.O.T.
= "WA" 65+07.20 P.O.T.
"L2" 1067+83.85 P.S.
500' Sp.
S=5°00'
a=0.4
Access Control Line
355'
1072+83.85 P.S.C.
+60
310'
1065
1070
+40
Access Control Line
+83.85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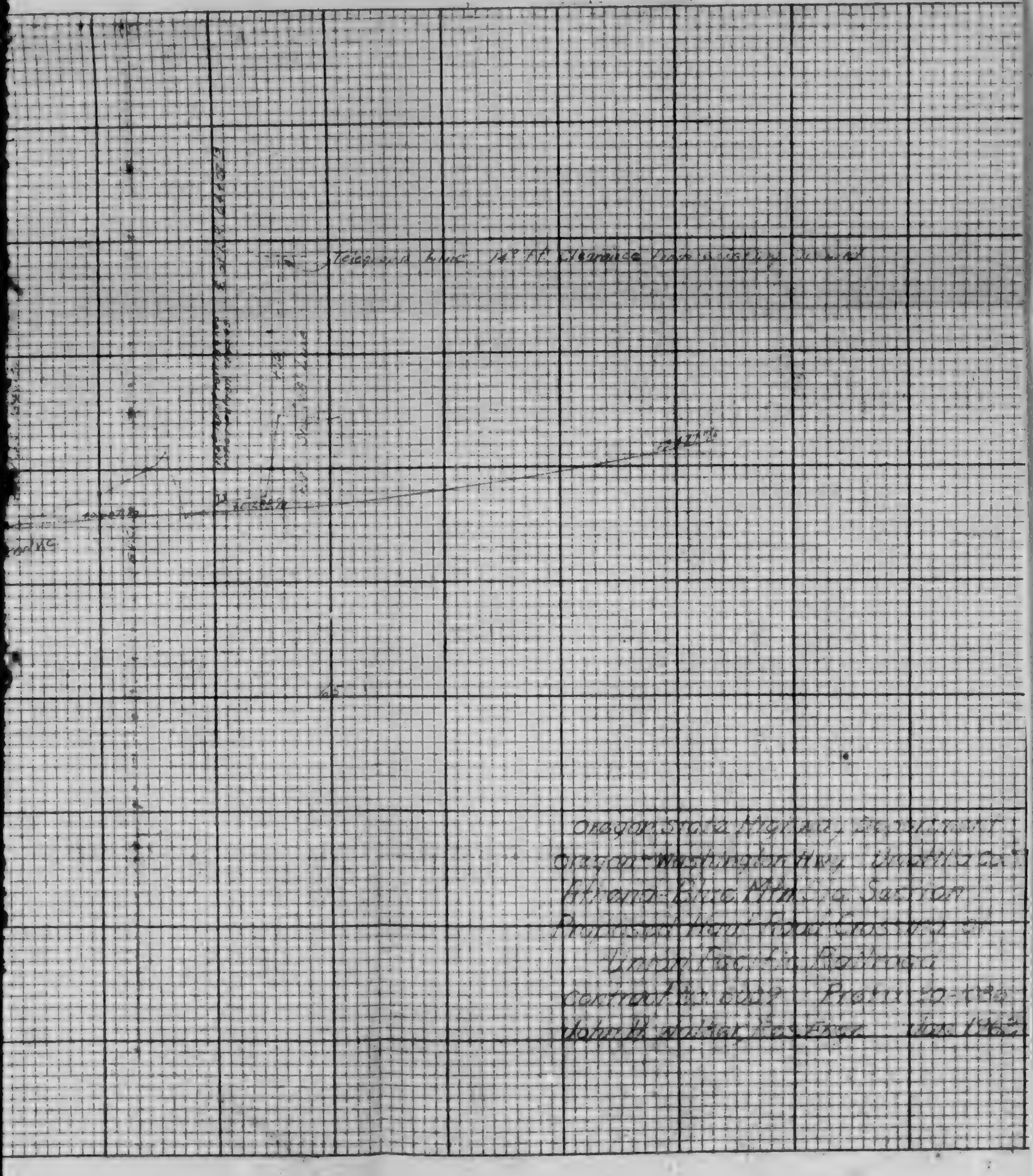
Telegraph Line 14' Ft. Clearance from existing grade
ading

Oregon State Highway Department
Oregon-Washington Hwy. Umatilla Co.
Athena-Blue Mtn. Section
Proposed Hard Road Crossing of
Union Pac. Railroad
Contract for [illegible] Profile to the
John H. Walker Res. Engr. Jan. 192[illegible]

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FORM E-30X—30M—6-61—[illegible]

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Athena-Blue Mtn. Section
Oregon-Washington Highway No.8 (ORE 11)
and
Weston-Elgin No. 33C (ORE 204)
Contract No. 6009

To: Mr. A. F. Parson
Division Engineer
P. O. Box 908
La Grande, Oregon

The attached copy of letter dated January 26, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards

NOTED
TOM EDWARDS

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1962

FOR FILING

6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 26, 1962

SUBJECT: Signing Revision
Athena-Blue Mountain Section
Oregon-Washington Highway No. 8 (ORE11) and
Weston-Elgin No. 330 (ORE204)
Contract #6009

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the type "R" route markers, which are used on porcelain aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractor's plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is anticipated that there will be no increase cost due to this change, since the signs are not yet fabricated.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffice Engineer

D:Dsmgm
cc: Tom Edwards
Attachments

NOTED
TOM EDWARDS

RECEIVED
FEB 1 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1 2	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-26-62	ATE Oregon
PROJECT REPORT NO. F-170(17)		COUNTY Umatilla
		PROJECT NO. S-76(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 204 Jct. FA 19 to Weston
(Weston Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-61	0.9
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 77,113.00	$ 48,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C G Polk
XX By: C. G. Polk
By: (Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Weston Section, Project No. S-78(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb
Enc.

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Weston Section, Project No. S-76(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-76(5)

WESTON SECTION OF THE WESTON-ELGIN HIGHWAY

IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1962

Type Code 6201
Roadway (Sta. "WF" 18+88.29 thru equa. "WF" 32+96.52 = "W" 32+96.52 to
Sta. "W" 66+17.75) (Contract No. 6009)

Clearing and Grubbing	All	Required (12%)		$ 3,240.00
Drainage Excavation, Unclassified	125	cu.yds.	$1.00	125.00
General Excavation, Unclassified	25,300	cu.yds.	0.39	9,867.00
Short Overhaul	142,700	yd.sta.	0.01	1,427.00
Long Overhaul	1,300	C-yd.sta.	0.40	520.00
Finishing Roadbed and Slopes	All	Required (12%)		600.00
Rounding Cutbanks	400	lin.ft.	0.10	40.00
12-inch Culvert Pipe	120	lin.ft.	3.00	360.00
18-inch Culvert Pipe	80	lin.ft.	4.00	320.00
24-inch Culvert Pipe	60	lin.ft.	6.50	390.00
Class "A" Concrete in Box Culverts and Walls	110	cu.yds.	75.00	8,250.00
Metal Reinforcement in Box Culverts and Walls	17,200	lbs.	0.145	2,494.00
Metal Guard Rail	300	lin.ft.	2.20	660.00
Guide Posts, W-2	28	only	7.00	196.00
Type 2 Fence	60	rods	6.10	366.00
Coarse Crushed Material in Base	14,500	tons	1.20	17,400.00
3/4" - 0 Material in Base	3,300	tons	1.30	4,290.00
Sprinkling	420	M-gal.	2.00	840.00
Preparation of Base	All	Required (12%)		120.00
3/4" - 0 Material in Binder Course	120	cu.yds.	2.35	282.00
MC-2 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	2,900	tons	3.44	9,976.00
Asphalt in Mixture	160	tons	33.00	5,280.00
Extra for Paving Approaches	8	only	40.00	320.00
Removal of Existing Sign Installations	All	Required (66%)		264.00
Wood Sign Posts	All	Required (7%)		175.00
Type "C", "D" and "E" Signs in Place	57	sq.ft.	3.20	182.40
Type "E" Signs in Place	10	sq.ft.	3.15	31.50
Type "A" Signs in Place	81	sq.ft.	7.25	587.25
				$ 69,603.15

Flagging (57½% of Contractor's Cost)	All Required (15%)	$ 300.00
Signing (Temporary)	All Required (25%)	200.00
		$ 900.00
	Subtotal	$ 70,103.15
	10% Engr. & Cont.	7,009.85
	Total	$ 77,113.00

Length of Roadway - - - - - - 0.901 Mile
Cost of Roadway Per Mile- - - $85,586.01

Federal Funds -	$ 48,000.00
State Funds -	29,113.00
	$ 77,113.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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JAN 22 1962
FOR FILING

January 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 15, 1962, on Contract No. 6009, Athena-Blue Mountain Station and Weston Sections in Umatilla County, in connection with Federal Aid Project Nos. F-178(17) and S-76(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. K. Young
Office Engineer

DBP:cr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 19, 1962

Section Athena-Blue Mt. Sta. & Weston Sections

Kind of work Grading, Paving & Signing

Highway Ore.-Wash. & Weston-Elgin County Umatilla

Section prefix 30-1086

Contractor Crick & Sons

Contract number 6009

Date of contract December 8, 1961

Specified work days 170

Date work started January 15 ✓, 1962

Work days used 0

Project authorization $1,348,771.22

Exclusive of engineering $1,252,858.60

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $1,198,900.00

Estimated per cent XXXXXXXunderrun 4 %

Per cent of contract completed, based on estimated cost 0.4 %

Engineering authorization $95,912.62

Engineering cost to date $10,495.60, 10.9 %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
30	2	0.3	--	0	0	0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor, Crick & Sons, began work on project on Monday of this week, clearing between Sta. 1115 & 1130. Clearing & grubbing in this area was completed on Wednesday at which time pioneering of cuts between Sta. 1095-1117 and Sta. 1129-133 began.

Contractor added 2 scrapers & 1 sheepfoot roller Thursday & began excavating cut between Sta. 1095 & 1117 & hauling material into fill between Sta. 1117 & 1129. This operation continued thru Friday.

Clearing operations were started at Sta. 1036(Pine Creek) on Thursday & continued thru Friday. Crew consisted of 1 cat-loader & 4 men.

Construction of structural plate pipe in this area will begin as soon as clearing is completed.

Pipe crew installed 136 ft. of 24" C.M.P. at Sta. 1119 on Wednesday.

Pacific Northwest Telephone Co. worked all week lowering cable at Sta. 962.

NOTED
JOHN R. OAKES

Noted
[illegible] Juve

CONSTRUCTION DIVISION
RECEIVED
JAN [illegible]

NOTED
R. L. PORTER

Estimated date of completion June 1, 1963

Signed John H. Walker by Charles D. Hiott

Address Resident Engineer-Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.65	6.65			6.65
Miles partially completed	0	0			0
Miles completed	0	0			0
Total estimated quantities (contract)	653,000 CY	287,700 Ton			44,700 Ton
Total quantities corrected to date	653,000 CY	287,700 Ton			44,700 Ton
Estimated quantities moved or placed to date	2,000 CY	0			0
Average daily quantities This week	1,000 CY	0			0
Average daily quantities necessary to complete project on time	3,829 CY	1,692 Ton			263 Ton
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	15				
Men	14				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 4, Compaction rollers ...., 1 cat-loader, 2 scrapers(DW21) ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy-cold		
Tuesday	Cloudy-cold		
Wednesday	Snow flurries		
Thursday	Fog-cold		
Friday	Snow-cold		
Saturday			

RECEIVED
JAN 18 1962
FOR FILING

170(17)

6009

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 17, 1962

Crick & Sons
P. O. Box 306 - Parkwater Station
Spokane 6
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6009, awarded December 8, 1961, for grading-paving-signing on the Athena-Blue Mt. Station Section and Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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JAN 18 1962
FOR FILING

1109

Salem, Oregon
January 17, 1962

Athena-Blue Mountain
Station Section Contract
No. 6009

Mr. F. D. Morgan
Construction Engineer

OFFICE

Att: Mr. F. B. Klaboe

I am returning herewith, your shop drawings for the 162" structural plate pipe to be installed at Station 1035+70 on the subject-named job.

The detailed drawings have been examined and are satisfactory. The original design layout is based on Armco plate pattern which is a little more economical than the plate pattern used by the Syro Steel Company.

L. H. Young
Office Engineer

LHY:mmb
Attach.

FORM E-90 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1962

SUBJECT: Athena-Blue Mtn. Sta. Section
Contract No. 6009

To: Mr. L. H. Young
Office Engineer
OFFICE

Enclosed find copies of correspondence from the Resident Engineer and Division Engineer assigned to this project, along with shop drawings for a 162" Structural Plate Pipe to be installed at Station 1035+70 on this project. Please have someone check the details of the drawings and advise this office of your findings.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

encs.

REFERRED 1/17/62
TO Hall
FOR Check & advise.

ACTION TAKEN Plans as submitted are O.K. Design was laid out based on Armco plate pattern, which is a little more economical than plate pattern used by this steel company.
F. Hall

L. H. YOUNG

FORM E-90 50M 3-61 94307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 11, 1962

SUBJECT: 162" Structural Plate Pipe
Athena-Blue Mtn. Sta. Section
Oregon Washington Highway

To:

Mr. F. D. Morgan
Construction Engineer
Salem

We are attaching hereto a culvert layout sheet, copy of speed letter from Spokane Culvert and Fabricating Co., as well as a copy of a letter from Resident Engineer Walker regarding the design of the 162" structural plate pipe on the subject section.

Unless there are some circumstances of which we are not aware, we recommend approval of the layout as shown. This would involve the installation of 16 feet more 8 guage pipe than calls for in the plans, but for the $80 involved, we believe the additional strength and lack of redesigning the bill of material would be a good investment.

A. F. Parson
Division Engineer

By
H S Coulter
H. S. Coulter
Assistant Division Engineer

HSC:dj
Encl.

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1962
NOTED- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 11, 1962

SUBJECT: 162" Structural Plate Pipe
Athena-Blue Mtn. Station Section
Oregon-Washington Highway

To:

A. F. Parson
Division Engineer
La Grande

Herewith, find layout drawing of the 162" Structural Plate Pipe to be installed at Station 1035+70 on the subject section.

This drawing has been submitted to me by the Spokane Culvert and Fabricating Company whose speed letter is attached. They in turn are evidently securing the pipe from the Syro Steel Company of Girard, Ohio. These companies are the suppliers for Crick and Son, Contractor on this project.

They are asking that I approve the layout as shown.

I have checked over this installation in regard to lengths of 10 and 8 gauge needed in respect to fill heights and lengths and find that the details are correct as shown on our plans for the project.

I note by the drawing that the lengths of 8 and 10 gauge do not quite agree with the plans. Our plans show lengths of 42 and 46 ft., at the ends of 10 gauge and 112 ft., of 8 gauge, while the attached drawing shows approximately 44 and 36 feet of 10 gauge and 120 feet of 8 gauge.

Otherwise I believe the layout is suitable.

I am sending this drawing to you for processing with the request that it be forwarded to the Syro Steel Company when completed as is requested on the attached speed letter.

J. H. Walker
Resident Engineer

JHW:gb

RECEIVED

FOR [illegible]

6119

Files

CRICK & SONS
CONTRACTORS

P. O. BOX 102 • SHARP AND FANCHER WAY • YARDLEY, WASHINGTON • KEYSTONE 4-2609

January 15, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Re your letter of January 12, 1962 regarding Contract No. 6009, Athena-Blue Mt. Station Section of the Oregon-Washington Highway and the Weston Section of the Oregon-Washington Highway in Umatilla County which was awarded to us December 8, 1961.

We are not a joint venture in performing this contract; however we do wish to establish an account with the State Industrial Accident Commission in connection with the Workmen's Compensation Act for the State of Oregon.

Very truly yours,

CRICK & SONS

A. P. O'Connor

APO:erb
cc: State Industrial Accident Commission
Attn: Mr. H. W. McCauley

RECEIVED
JAN 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1962

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

F-170(17)

6119

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 12, 1962

City of Athena
Athena,
Oregon

Attention: Mr. C. B. Dugger

Re: Water Line Adjustment
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Umatilla County
Project F170(17)

Gentlemen:

The Bureau of Public Roads has approved the contract method of doing the work and you are hereby authorized to proceed with the work as of January 4, 1962.

Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
G. L. Decker
Field Construction Engineer

NOTED
R. L. PORTER

GLD:jd
cc: R. L. Porter
A. F. Parson
C. H. Maison
L. H. Young
J. H. Walker
Bureau of Public Roads

RECEIVED
JAN 13 1962
OFFICE OF
HIGHWAY ENGINEER

RECEIVED
JAN 15 1962
FOR FILING

[illegible]

6009

January 12, 1962

Crick & Sons
P. O. Box 102
Yardley, Wn.

Gentlemen:

We have been notified by the State Industrial Accident Commission that you are not on record as a joint venture in their department. This is in connection with Contract No. 6009, Athena-Blue Mt. Station Section of the Oregon-Washington Highway and the Weston Section of the Oregon-Washington Highway in Umatilla County, which you bid on December 6, and was awarded December 8, 1961.

If you have not already done so, will you please secure the necessary registration material to establish an account as a joint venture with the State Industrial Accident Commission, Labor & Industries ~~Public Service~~ Building, Salem. This is in connection with the Workmen's Compensation Act for the State of Oregon.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: State Industrial Accident Commission
Attn: Mr. H. W. McCauley

fp

RECEIVED
JAN 4 1962
FOR FILING

6-09

62
January 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Athena-Blue Mtn. Section
Oregon-Washington Highway
Umatilla County
Project No. F-170(17)

Herewith are the following data covering water line adjustment of the City of Athena in connection with construction of the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the City for moving its lines.

2. Two copies of the City's tenative estimate for adjusting its line.

3. Two copies of the sketch prepared by the City showing adjustment to be made.

The City has no City Engineer nor City forces to do this work. It is requested that the agreement be approved and authorization be given to contract the engineering on a percentage fee basis and to contract the adjustment of the water lines. As noted in the City's letter bids for the adjustment will be solicited by advertising.

A corrected estimate will be submitted after bids have been received.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: December 8, 1961

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6009

CGPolk

FROM :C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT:Oregon Project F-170(17)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6009 for Oregon Project F-170(17), Athena-Blue Mountain Station Section of the Oregon-Washington Highway, to Crick and Sons of Yardley, Washington, low bidder in the total amount of $1,153,792.75 for this project and project S-76(5) at the December 6, 1961 bid opening.

Young

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DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 30 1961
FOR FILING

F 170(17)

[illegible]

Salem, Oregon
November 29, 1961

Athena-Blue Mtn. Sta. Sec.
Ore.-Washington &
Weston-Elgin Highways
Umatilla County
Proj. Nos. F-170(17), S-76(5)

Mr. A. F. Parsons
Division Engineer
P. O. Box 928
La Grande, Oregon

The eligible date for starting railroad work on the subject project is November 14, 1961. Plans, specifications and estimate for the project were approved by the Bureau of Public Roads on this date.

E. L. Porter
Office Engineer

DBP:bb

cc: Tom Edwards
John H. Walker
C. R. Nelson
Bureau of Public Roads

RECEIVED
NOV 30 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1961

SUBJECT: Athena-Blue Mountain Station Sec.
Oregon-Washington Highway

To:

Mr. Ivan Merchant
Bridge Engineer
OFFICE

I forward herewith communcations from Scott Coulter and John Walker from Division 5 in which they view with alarm our present plan for letting the railroad crossing structures on the subject-named section separate from the grading and paving portions of the project. You will recall that this has been discussed in the past. However, they do point out some very serious problems which will have to bemet. They are afraid that this could become another Perry-Orodell.

We have decided to go along with our present plan. However, I believe every effort should be made to let these structures at the earliest possible date. Yourspecifications should take into account any contingencies that could arise.

We will certainly push the grading part of this job so as to permit the bridge contractor to have the site available to him at the earliest possible time, but as you are aware, weather and other intangible items not included in the contract sometimes preclude good coordination.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper ✓
R. L. Porter

NOTED

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-90 50M 9-61 94097

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 27, 1961

SUBJECT: Athena-Blue Mt. Station Section
Oregon-Washington Highway

To:

Mr. Tom Edwards
Construction Engineer
Salem

In studying the plans and special provisions on the subject section we are anticipating a good deal of trouble concerning the construction sequence on the subject section.

We are attaching, hereto, a copy of a letter from Mr. J. H. Walker pointing out some of the anticipated difficulties. In analysing the situation we can see only two things that the State could do. First, and in our thinking the preferable method would be to cancel bids on subject section scheduled for opening next week and subsequently let one contract involving both the railroad structures and the grading project. This would leave all sequence problems up to one contractor to solve as best would fit his own operations. Without this we are afraid we may run into difficulties similar to difficulties encountered on Durbin Bros., contract Perry-OroDell Section, Old Oregon Trail Highway; whereby, Durbin Bros., lost quite a sum of money due primarily to none-completion of structures in time to fit his operations. Under one contract ~~and~~ there would be no questions as to the charging of work days or an increase in the number of work days on a particular contract due to the unavailability of structure site or conflict in operations by different contractors. The only other stand that we think the State could take is that it is, the contractors responsibility to anticipate any and all difficulties that he may encounter from subsequent structure contractors and include in his bid monies to cover any damages that he may have.

Assuming that the sucessful bidder on the project takes this into consideration, the over all cost of construction would be increased by a certain amount. If this were not taken into consideration we would have another unhappy contractor loosing money on a project. Normally we would not expect the contractor to move into the area adjacent to the railroad shoofly until some-time next spring after the ground had lost some of its winter moisture. This area is normally a gooey greasey mess during the winter months. This would tend to postpone grading work at the westerly structure site as well as construction of end fills for the railroad over-crossing.

One other item that Mr. Walker did not mention in his letter is the fact that both of the prospective material sources are on the easterly end of the project and it will be necessary to haul surfacing materials past both structures in order to complete the surfacing.

It is our recommendation that the structures be included in with the grading in one contract to be let at a later date. We would also recommend that additional right of way be obtained on the southerly side of the highway from Station 1029 to Station 1036 to allow room for a haul road to be used by the contractor to move some 100,000 yards plus of excavation materials from their point of excavation to their point of deposit. This should be done regardless of whether or not the structures and grading are let in the same contract.

A. F. Parson
Division Engineer

by H S Coulter
H. S. Coulter
Assistant Division Engineer

HSC:gb

OREGON STATE HIGHWAY DEPARTMENT

Pendleton, Oregon
[illegible] 27, 1961

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Sequence and Time Problems as well
as Coordination in procedure of work.
Athena - Blue Mt. Sta. Section
Oregon - Washington Highway

As per your telephone request, the following concerns problems of construction involving the Grading Contractor, the Bridge Contractor and the U.P. Railroad.

Several Contractors to date hav brought up problems on this project regarding sequence, time and coordination of work to be followed especially in the area within Sta. 1015 to 1080. In this area the relocated highway crosses the Union Pacific Railroad in two places, the first at Sta. 1029 where an underpass is to be constructed and the second at Sta. 1066 where an overhead structure is planned. It will be noted on the plans that from Sta. 1015 to Sta. 1034 material will be excavated in a thorough cut approximating a depth of 20 ft. This material mainly makes the large fills across Pine Creek (Sta. 1036) and the large fill approaches to the planned R.R. Overcrossing (Sta. 1066). The proposed highway in this area is desigied to a four lane section.

At Sta. 1028 a proposed railroad spur crosses the highway. This spur is to serve as a bypass of the area in which the railroad structure is to be construsted which will serves as a highway underpass. This spur will swing around the hillside and will necessitate leaving a block in the higiway excavation during the time in which it is in use. The grading of this spur is to be done by the grading contractor with I assume the Railroad balasting the area and laying the track. After this is completed and the trains are using the spur it will be necessary to excavate the area in which the original track was located in order that the bridge work can proceed. It should also be noted that in the cut Sta. 1015 to 1034 there is an estimated 168,000 CY to be excavated to make the previously mentioned fills. It seems logical to me that the bulk of this material will have to be hauled on a grade crossing of the R.R. to its place of deposit. This will necessitate a haul road around the structure site. There is an approximate 25 ft. cut at this area. I anticipate the material to be mainly common and ~~[illegible]~~ cut slopes should not be steeper than 1½ ; 1. Therefore the slope will take up some 38 ft. Roadway width from centerline as per plan will take up another 51 ft. or a total of 89 ft. from centerline will be necessary. It should be noted that the right of way width at this point is 90 ft from centerline. This does not allow much room for a detour road for the grading contractor if the bridge construction is progressing at the same time. And I can see no alternate but what it will be necessary for the grading contractor to have a good detomm at this area due both to grading and surfacing. The sequance of the pperation of the grading contractor will necessitate him waiting until the RR structure at the spur area is complete and the trains are operating over it before he can remove the balance of the excavation. I have understood from our bridge dept. that the structure contemplated involves steel beams set on concrete abutments. I have also been told that it will take from 6 to 8 months to secure delivery of these steel beams after they are ordered. I am also told that the bridge contract may come up in March for letting. It appears to me that if the above information is anywhere near correct it will be late in the fall of 1962 before the structure could be completed if all went smoothly.

(over)

OREGON STATE HIGHWAY DEPARTMENT
CORRESPONDENCE

Pendleton, Ore
Nov. 27, 1961

SUBJECT

To:

It should be noted that the excavation work at the area of the plug will have to be done following the completion of the structure as well as an area of surfacing and paving. It could very well be that the excavated material would have to be wasted at this late date. I do not know at this time just how the balance of quantities will come out.

Now let us move to the other railroad crossing at Sta. 1066 where the overhead is to be constructed. At this site the plans and specifications require the grading contractor to complete the fill approaches to the structure. It also states that if the fill approaches are not completed by the time the Bridge Contractor goes to work, it will be necessary for him to wait and complete this work after the bridge is completed. And of course it will be necessary to have this structure completed before the surfacing and paving at this area can be finished.

The above are some of the problems that will be facing the Grading Contractor when he submits his bid on this project. Several of the Contractors have questioned me about the sequence of this work as well as the coordination that can be expected from the Bridge Contractor and the Railroad Company. The Time as set up is also a concern to them. They feel that they are somewhat at the mercy of the Bridge Contractor and if any material delay in that work is encountered that it would affect their work to a great degree.

It is very difficult for me to try and figure any time sequence to the job as so many variables are encountered. Unless it so happened that the Grading Contractor could also get the Bridge contract so that he could coordinate his work and then hope that the Railroad Company would be expedient in their work, I cannot see where it would be possible to complete this project in the 1962 season. The time limit as set up in the grading project is 170 days. This could mean that the thought is to complete the project in the 1962 season of course depending on weather and other things.

It is my opinion that the Contractors face a difficult problem in bidding this project under these existing circumstances. Under any adverse conditions it could be quite a project in more ways than one.

John H. Walker

John H. Walker
Resident Engineer

RECEIVED
NOV 29 1961
FOR FILING

F-17

November 29, 1961

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Attention: Mr. T. Dee

Dear Sir:

Attached are two copies of an agreement with the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and Umatilla County, our File No. RR569, dated May 26, 1961, concerning an encroachment on the Weston-Milton Freewater Section of the Oregon-Washington Highway near Blue Mountain in Umatilla County.

The copy with the blue cover is our office copy and bears original signatures of parties except for the Bureau of Public Roads. The conformed copy bears an approved stamp for C. G. Polk, Division Engineer, signed by T. Dee, Date October 30, 1961.

So that we will not be required to file two copies of this agreement, will you please place your approval stamp on the copy in the blue cover, sign and return it to us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: R. L. Porter
Phyllis Zabinski

FORM CD-121

UNITED STATES GOVERNMENT

RECEIVED
DEC 1 1961
FOR FILING
F 170
Polk

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 28, 1961

FROM : G. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-170(17)
Athena-Blue Mountain Station Section

The subject project was authorized for advertising by our November 14, 1961 memorandum.

Railroad separation structures for the improvement are to be let under a separate contract at a later date. Page 6 of the Special Provisions states that "x x x the railroad undercrossing structure x x x is scheduled to be let under a separate contract in the early part of 1962 and it is anticipated, but not guaranteed, that this structure will be completed in the fall of 1962". A railroad shoofly and approximately 15,000 cubic yards of excavation cannot be removed until the structure is completed which probably will occur after the contractor has moved his grading equipment from the project.

In an opinion dated June 30, 1961 concerning a similar clause in connection with Contract 5141, Durbin Brothers, Perry-Oro Dell Section, your Chief Counsel indicated that damages for an unreasonable delay would be compensable under the law involving contracts. We have not participated in the claim for that contract and undoubtedly would apply the same policy to any claim resulting from somewhat comparable circumstances on the Athena-Blue Mountain Station Section.

RECEIVED
DEC 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1961
FOR FILING

[illegible]

[illegible]

November 22, 1961

Mr. G. M. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading, paving and signing work on the Athena-Blue Mtn. Sta. Section of the Oregon-Washington Highway and Weston Section of the Weston-Elgin Highway in Umatilla County, bids for which are to be received in Salem on December 6, 1961.

In general, this project does not encroach upon railroad properties except for the grading of the R.R. shoofly in the vicinity of Highway Station 1028+50 as indicated on sheet 9 of the plans and the construction of the concrete retaining wall, daylighting railroad cut, grading of "WC" line crossing of your tracks, culvert installation and fill at west end of proposed overcrossing structure in the vicinity of Highway Station 1065+16 as indicated on sheet 10 of the plans.

The special provisions augment our standards for railroad protection, particularly as given on pages 70 to 78 inclusive of the special provisions and the "Railroad Protective Liability Form" insert bound therewith; also, our contractor is to provide $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: Mr. O. S. Paxson

Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

FORM S-123-X 37.5M 10-56

RECEIVED
[illegible] 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT [illegible] CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

C O P Y

November 21, 1961

6009

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland, 17, Oregon

Re: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Dear Mr. Baker:

Enclosed herewith are two copies of an agreement relative to the above-entitled matters which has been executed by the Highway Commission.

After this agreement has been executed by the Railroad Companies we would appreciate you returning one copy of the fully executed agreement to this office, along with ten copies each of Exhibit "A" and Exhibit "B".

Yours very truly,

L. I. Lindas
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. PAXSON

RECEIVED
[illegible] 1961

FOR FILING

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 21, 1961

SUBJECT: Railroad Shoofly Typical Section
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Umatilla County

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Plans for this project have been reduced and some have been distributed to prospective bidders. It is considered not to be a major item to revise the typical section for this line on construction, so it is desirable to make this revision at that time.

As stated in your letter of November 16, the subgrade in a cut should be 18 feet wide with a 1-foot deep ditch with 1 1/2:1 slopes on both sides for that depth. Please instruct the resident engineer to stake the railroad shoofly using this typical section.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

cc G. S. Paxson

RECEIVED
DEC 13 1961
FOR FILING

6009

Salem, Oregon
November 16, 1961

Agenda Item 4j-3

Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the abovementioned matters. These copies have been executed ;by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 3-61 84387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
NOV 16 1961
4j-3

Salem, Oregon
November 14, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) G-Xing
Union Pacific Railroad Co.
File 32481

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached hereto are two copies of proposed agreement between the State and Union Pacific Railroad Company covering the above-titled matters. Please present to the Commission for execution.

After execution by the Commission, both copies should be returned to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED
(by Commission)

M

RECEIVED
NOV 17 1961

FOR FILING
F-170 (17)
[illegible] 7

477 Cottage Street, N.E.
Salem, Oregon

November 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

08-35.1
C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-170(17)

We have today approved the P. S. and E. documents for Oregon Project F-170(17), Athena - Blue Mountain Station Section of the Oregon Washington Highway in Umatilla County.

This is to authorize your advertising for bids.

Authorization is made with the understanding that, should the white shoulder stripe not prove effective in preventing traffic from traveling on the paved shoulders, the State will provide additional shoulder delineation by placing a chip seal on the shoulders or by the use of diagonal shoulder striping.

Porter

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NOV 14 1961

FOR FILING
E-1/6(19)

6007

November 13, 1961

Mr. Miller W. Rayborn
Weston
Oregon

Dear Mr. Rayborn:

Thank you for your letter of November 6 pertaining to the construction of the Athena-Blue Mountain Section of the Oregon-Washington Highway. Letters of commendation, such as yours, are always appreciated.

We have studied the question you raise as to the possibility of the connection of the Weston-Elgin Highway to the spur into Weston being made on the east side of Hale Creek rather than as presently planned. After reviewing all facets of both plans, we feel that the connection as planned is the proper choice.

It is planned to stop Highway 204 traffic where it junctions with the Weston spur.

Present plans contemplate the awarding of a contract by the State Highway Commission on December 8 for the construction of this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Victor D. Wolfe

VDW:ms:er

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
State Hwy Engr.
BY SECRETARY

Apr. 6, 1961
Weston, Oregon

Oregon State Hiway Dept.
Salem Oregon.

I wish to commend you on your decision to build the hiway North of Weston. I'm sure that after it is completed and the local people become accustomed to it that they will see your wisdom in the location. It does seem that the connection of 204 to 11 could be better if it was built on the East side of Pine Creek as it would not have the short curves as your last stakes show and the grade would level out giving loaded trucks a better chance to slow up for the junction. With hiway 204 having a free access and yield sign for the junction with the access road leading into Weston.

Surely hope Price & Fitzsimmons don't delay the program of this piece of hiway so sorely needed.

Sincerely yours

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OCT 27 1961
FOR FILING

F-17[illegible]

60-09

Salem, Oregon
October 27, 1961

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Mr. Paxson advises that the possibility of receiving the railroad agreement on the Athena-Blue Mountain Station Section in time for the December bid opening is not good. The engineering details have been settled and the matter is resting in the Union Pacific Company's legal department. The only information that he can get from their attorneys is that the matter is on the agenda.

In the past I have urged that contracts be awarded, when railroads were involved, in advance of our receipt of the agreements. However, in this instance, I strongly recommend that we do not advertise this job until the railroad agreement is in hand. Two crossings of the track will be necessary and a temporary railroad "shoofly" must be constructed which could cause difficulty and complications until all matter are formally settled.

We now have U. P. agreement

R. L. Porter
Office Engineer

RLP:bb

cc: Mr. G. S. Paxson

Orig. sent to Porter

D.

RECEIVED
NOV 10 1961
FOR FILING
[illegible]
[illegible]

November 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Athena-Blue Mt. Section
Oregon-Washington Highway
Umatilla County

Dear Sir:

I attach hereto copy of a proposed agreement between the State and the Union Pacific Railroad Company covering the Athena-Blue Mt. Section of the Oregon-Washington Highway in Umatilla County. Will you please examine this and advise as to your approval of the agreement.

This is one of the original copies which must be presented to the Highway Commission, and I would appreciate its return. Conformed copies of the completed agreement will be furnished you when they are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams
Mr. Glen Sorenson

Mr. Sorenson:

Please examine for its acceptance. I will send you the second copy upon its return from the Bureau.

G.S.P.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 2, 1961

(File Ref. D 315 - 2 - 102)

Mr. G. S. Paxson,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to your letter of June 6 and previous correspondence regarding proposed agreement to cover relocation of Oregon Washinton Highway on Athena - Blue Mountain Section in Umatilla County, Oregon:

Herewith in duplicate, agreement covering easements for and construction of overcrossing, undercrossing and grade crossing on Railroad's Pendleton Branch of abovementioned section of highway. Will you please review the proposed agreement and if satisfactory, fill in date of agreement on page 1 and have both counterparts executed by the State Highway Commission, returning them to me for completion on the part of the Railroad Company.

Yours very truly,

G. H. Baker
G. H. Baker, [illegible]
Superintendent

enc.

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 3 1961
FOR FILING

File

6009

COPY

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Attached please find copies of orders issued by the Public Utility Commissioner relative to the above-titled projects. The orders are in accordance with the Highway Commission's petitions and the testimony presented at the hearings.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards (2)
I. A. DeFrance (2)
A. F. Parson (2)
J. W. Nash (3)
F. B. Crandall
H. B. Simpson

Order #38033

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-191

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a crossing at grade over the tracks of Oregon-Washington Railroad Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) COUNTY ROAD GRADE CROSSING project, in Umatilla County, Oregon.	ORDER

The above entitled matter was duly heard on August 15, 1961, at Pendleton, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen and
J. W. DeSouza, Salem, Oregon,
Assistant Attorneys General,
of Counsel for the Oregon
State Highway Commission

For Respondents:

James C. Ingwersen,
Assistant General Attorney,
Portland, Oregon
In behalf of Union Pacific
Railroad Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On May 10, 1961, the State of Oregon, by and through its State Highway Commission, filed its Petition with the Commissioner, pursuant to provisions of ORS 763.020 and 763.080, for permission to construct a crossing at grade of the tracks of Oregon-Washington Railroad Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondents. The proposed crossing has been denominated the Athena (East) County Road Grade Crossing.

Attached to and made a part of the Petition are a vicinity map and engineering drawings showing construction and surfacing details, highway and railroad profiles, plan, elevation and grade line diagrams. The map is designated Sheet No. 1. The drawings are designated Sheets Nos. 2A, 8 and 8A. On motion duly made and granted at the hearing, the Petition was amended by substituting for Sheet 8, attached to the Petition, a new Sheet 8, marked Exhibit 1.

Petitioner also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served on Respondents and the County Court of Umatilla County.

Umatilla County Court did not appear or answer. Respondents timely filed their Answer which raised no material issue and in substance admits the material allegations contained in the Petition, except that it alleges that some of the sight distances at the proposed crossing as set forth in the complaint are erroneous, and proceeds to allege the correct distances. On motion duly made and granted at the hearing, the Petition was amended in respect to sight distances.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is engaged in the reconstruction and realignment of the Oregon-Washington Highway between Athena and the Blue Mountain Railroad Station, which will require a ramp connection between an existing county road and the revised location of the highway. The construction of the ramp connection at the location proposed by Petitioner would require crossing the tracks of Respondents at a point set forth below. Because of the minor volume of traffic both on the railroad and that anticipated on the proposed ramp, Petitioner regards it uneconomical and impracticable to construct a grade separation and proposes to construct a crossing at grade.

The proposed crossing is in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 10, Township 4 North, Range 35 East, W.M., in Umatilla County. The tracks lie in a general north-south direction. The proposed ramp will be in a general east-west direction at the point of intersection. The center line of the tracks will intersect the center line of the proposed ramp at an angle of 90° at a common point disignated as Highway Survey Station 64+07.20 and Railroad Survey Station 335+79.6.

Rail traffic over the proposed crossing consists of two train movements daily, one each way, except Sunday. Both train movements usually are during daylight hours at a maximum speed of 25 miles per hour.

Because of the minor volume of traffic involved it would be impracticable and uneconomical to construct a grade separation at said location.

Sight distances of approaching trains from points on the proposed ramps, measured from the center of the tracks will be as follows:

	Sight Distance on Railroad	
Point on Ramp Connection	South	North
500 Feet West of Crossing	220 Feet	1250 Feet
50 Feet West of Crossing	600 Feet	2000 Feet
50 Feet East of Crossing	3100 Feet	2000 Feet
Point on North Leg of Ramp Connection		
500 Feet Northeast of Crossing	650 Feet	1600 Feet
Point on New County Road East of Railroad		
500 Feet South of Crossing	2750 Feet	1200 Feet
Point on South Leg of Ramp Connection		
500 Feet South of Crossing	350 Feet	250 Feet

In view of the train speed at the proposed crossing, the sight distances are adequate.

Approaching the crossing from the west the proposed ramp will have an ascending grade of 2.9% up to a point 100 feet from the crossing, from which point it will cross the tracks at a level grade, and then at a descending grade of 0.4% to the ramp connection to the main highway.

For the protection of traffic at the proposed crossing Petitioner proposes the installation of two Commissioner's Standard 1-R Reflectorized Crossing Signs at appropriate locations on each side of the tracks, railroad whistle posts in advance of the crossing, and standard advance warning signs on the highway. Considering that sight distances are adequate, that train movements are usually during hours of daylight and infrequent, and vehicular traffic light, the proposed signalization will furnish adequate protection at the proposed crossing.

Petitioner proposes that the construction and maintenance of the proposed crossing and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed ramp connection and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith.

(c) Provide, install and maintain standard advance warning signs on the highway.

(d) Maintain the ramp connection easterly from the westerly railroad right of way boundary, its surface, including that portion between the rails, and other highway facilities after completion of the project.

Respondents will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner, remove and replace existing signals and communication lines to protect the same during construction.

(d) Subject to reimbursement by Petitioner, furnish and install two Commissioner's Standard 1-R reflectorized cross-buck signs at appropriate locations on each side of the railroad track and railroad whistle posts in advance of the crossing.

(e) At its own cost and expense provide and install preservative treated ties, ballast and headers or guardrails for the retention of highway pavement.

(f) At its own cost and expense maintain the railroad ties, rails, ballast, signs and other railroad facilities after construction of the project.

These proposals have been agreed upon between Petitioner and Respondents. No objections were made and they are approved. The proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed grade crossing is necessary in connection with the construction of the Oregon-Washington Highway and is required in the interest of public safety, convenience and general welfare and permission for the construction thereof should be granted upon terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the grade crossing herein proposed be and the same is hereby granted and 2H-21.84 shall be assigned to said grade crossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such grade crossing shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown on the Oregon State Highway Department Drawings Sheets Nos. 2A, 8 and 8A submitted with the application and by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 22nd day of September, 1961.

Joel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
OCT 16 1961
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 27, 1961

Agenda Item 5k-1

Throughway Agreement
Athena-Blue Mt. Station Section
Oregon-Washington Highway
Umatilla County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Umatilla County covering the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Umatilla County.

Secretary

rn
Attach: 1

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
SEP 15 1961
5-k-1

Salem, Oregon
August 21, 1961

SUBJECT: Throughway Agreement
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Umatilla County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 1/28/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.
cc: D. J. Barbee
V. D. Wolfe
W. T. Wright

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

(A)
2 COPIES TO
BE SIGNED

RECEIVED
AUG [illegible] 1961
STATE HIGHWAY ENGINEER

M

RECEIVED
SEP 27 1961
FOR FILING

F-179([illegible])

6001

September 27, 1961

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County a fully executed copy of a Throughway Agreement between the State Highway Commission and Umatilla County covering the Athena-Blue Mountain Station section of the Oregon-Washington Highway in Umatilla County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

RECEIVED
SEP 25 1961

FOR FILING

E-170 (17)

[illegible]

September 22, 1961

Hon. Loyd M. Key
State Senator
North Fork Road
Milton-Freewater, Oregon

Dear Senator Key:

We have re-evaluated the Athena-Blue Mountain project and also finances for this project. It has been determined that we can extend it to a point southerly of Athena.

This extension will, as you know, eliminate a rather disagreeable bottleneck in Athena.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fu

RECEIVED
AUG 23 1961
FORM E-90X 50M 7-60 29396
FOR FILING

E-170([illegible])

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

SUBJECT: Throughway Agreement
Athena-Blue Mtn. Station Section
Oregon-Washington Highway
Umatilla County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 1/28/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.
cc: D. J. Barbee
V. D. Wolfe ✓
W. T. Wright

RECEIVED
AUG 22 1961
STATE [illegible] ENGINEER

NOTED
V. D. WOLFE

NOTED
W. C. WILLIAMS

August 10, 1961

Editor of The East Oregonian
Pendleton, Oregon

Dear Sir:

I have read the letter Mr. W. C. Williams, of the State Engineers, wrote to the East Oregonian. Quite a number of us are concerned.

He says the loss of a highway to a small town is of no value, and that land cut up and divided into small and isolated pieces is worth more in that condition that it was in the whole piece. In some instances, that may be true but I think it can be shown also where the loss of the highway has caused untold damage, amounting to the loss of homes earned the hard way, and farm land acquired the same way suddenly torn up, and a way of life disrupted.

This is just an outline to give others something to think about and investigate, if they will.

It costs as much to farm 200 acres as it does 100. The machinery, labor and time consumed is already paid for in the smaller amount as labor on a ranch is usually the year around. A highway takes out approximately 24 acres to each mile. In the Weston area, there is a crop raised each year, peas or wheat. Pears are comparable to wheat so we will be concerned with the wheat price only. At a 20 year average it has meant $2.00 per bushel, of 50 bushel average yield, or a yearly loss to the farmer of $2400.00 for the rest of the time for each mile taken. In 20 years it means a loss of $48,000.00 per mile. For 20 miles in 20 years it is a loss of $960,000.00 to the farmers of this area in cash. Also, it is a loss to the tax rolls of the County, State and Federal taxes, the school fund and a great number of other businesses in the County.

This proposed road is of limited access. There should be adquate crossings for the farmers to go from one field to the severed portion without undue expense to the farmer who is losing his land. Extra roads have to be used by the farmer to compensate the severing of his field. Under the laws of Oregon, you must have two flag men, a tractor man, and men to lay down planks, or tires to cross the highway. Also, all machinery must be taken by carrier and nothing done to scar the black top or endanger the lives of the motorist. That calls for loading platforms on each side of the highway and a hoist to help with the loading of heavy equipment -- five men to do the work where one does it without crossing the highway. Now, just from WHERE for the small farmer are these extra men coming for this job, and WHO is going to furnish the money to pay for them and the extra equipment and work. The farmer is about at the end of his rope now, and not to obey the law causes one to be liable for stiff fines and lawsuits if you get into trouble of any kind.

We are over $93,000,000.00 in debt on this year's highway program that the people of the United States and State of Oregon have to pay. Whether it is Federal, State, gasoline, or what have you, the money comes out of the peoples' pockets. No BODY or FACTION controls the highway program; they do as they please. They say they have their own money by leveling their own taxes and such, indepedent of government control, Ways and Means, or Budget. As long as they can get their tax money in, the sky is the limit. They can buy $100,000.00 planes, plans roads with no regard to cost, detriment to cities, towns, villages, farm, mines, or anything else that gets in the way of the ROAD as they want it, not present ROADS, as they have very little consideration for the ones already built that have served the country for years quite adequately, or adjacent roads to the one they are planning at the moment. You can watch any of the new highways being built. Within a year or so, they begin to tear up and change them, a distinct lack of long range planning and an unparalleled waste of money, time, work and peoples' property. We, the people are paying for this as usual. There should definitely be a curb on this phase of public utility and all of it placed under the jurisdiction of the Budget Committee of the State. Also, more attention should be paid to adjutant factors of these roads, and consideration given to the country through which they come. A road should definitely give service to the country, not disrupt it.

In our community of Weston, the highway that is contemplated between Adams and Blue Mountain is a shining example. Let's look at it.

Between Adams and Athens the Highway Commission is changing the road because it crosses the railroad tracts twice in about 5 miles, losing over 5 miles of good farm land there.

At Weston, between Blue Mountain and Athens it crosses the railroad twice with under and over passes, and a big butterfly in the middle of a man's field, a cut and fill 40 ft. high and over 2750 ft. in length, completely walling off over 50 acres of another ranch, and taking over 40 acres out of another man's fields in a little over one-half mile. Other ranches are cut across diagonally for the saving of less than one mile. It also crosses existing roads and destroys others in use.

To save this less than a mile they will build three miles of highway from the Weston-Elgin road to join unto this new highway, taking more land and angling off through wheat fields and residence yards into the middle of a man's wheat field where this butterfly is built. All traffic going Pendleton way, cannery, lumber and logs, traffic of all kinds have to go this three miles out and back to get to Athena.

The cost of this highway is hundreds of thousands of dollars over and above the one we, of this community, propose, and hundreds of thousands of dollars in annual upkeep. No one wants this route.

This proposed route of ours means keeping to the now used old highway with a straightening of and rounding off of three curves, which can be done very easily, and with little cost to the highway as most of it is already bought and paid for by the State. It picks up the Weston-Elgin Highway where it is or a few feet to the North, comes across the outskirts of Weston to the North with a viaduct, crossing three or more roads, Pine Creek and forming the access roads in one operation.

The access roads will just simply peel off from each end of town into roads and streets that are, for the most part, already there. No existing roads will be molested and only two fields will have to be crossed, with indication that there will be no opposition from the owners. Where the viaduct would be is vacant lots and one house where it is also indicated that there will be no opposition. It will not be in the town of Weston, but it will be easy of access to the town and it won't be isolated.

Even with the curves, it won't be as crooked as the road just built between Milton-Freewater and Blue Mountain Station.

The fees paid for appraisers, we are given to understand, are $100.00 per day and there are dozens of them. Other highway construction costs probably are in line with this type of cost. What is the reason for this wanton waste of our farm land and homes and money in these perilous times. A lot of us would like an investigation of this unparalleled situation.

Frances Fitzsimmons
Weston, Oregon

RECEIVED
JUL 20 1961
~~FOR FILING~~
6009

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1961

SUBJECT: Pux 428 - Athena (East) U-Xing
Pux 432 - Athena (East) O-Xing
Pux 433 - Athena (East) County Road G-Xing
Union Pacific Railroad Co.
Umatilla County

To: Mr. G. S. Paxson
Ass't State Highway Engineer
Office

RAILROAD COMPANIES
FILE No. [illegible]

Hearing on the above-entitled matters has been set for Augusut 15, 1961, at 9:30 A.M. PST, at the Umatilla County Courthouse in Pendleton, Oregon.

I will contact you as to who is to testify in this matter.

GLEN V. SORENSEN
Staff Attorney

GVS:ks

cc: Ivan Merchant

N[illegible]TED

RECEIVED
JUN 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

6009

June 15, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 433 - Athena (East) County
Road G-Xing
Union Pacific Railroad Co.
Umatilla County
PUC Docket No. SXF-191

Dear Sir:

Enclosed please find two copies of Sheet No. [illegible], revised to show change in the alignment immediately adjacent to the railroad crossing. This drawing should be substituted for the drawing of the same number attached to and made a part of the petition in the above-titled matter.

Distribution of revised drawings is being made as shown below.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

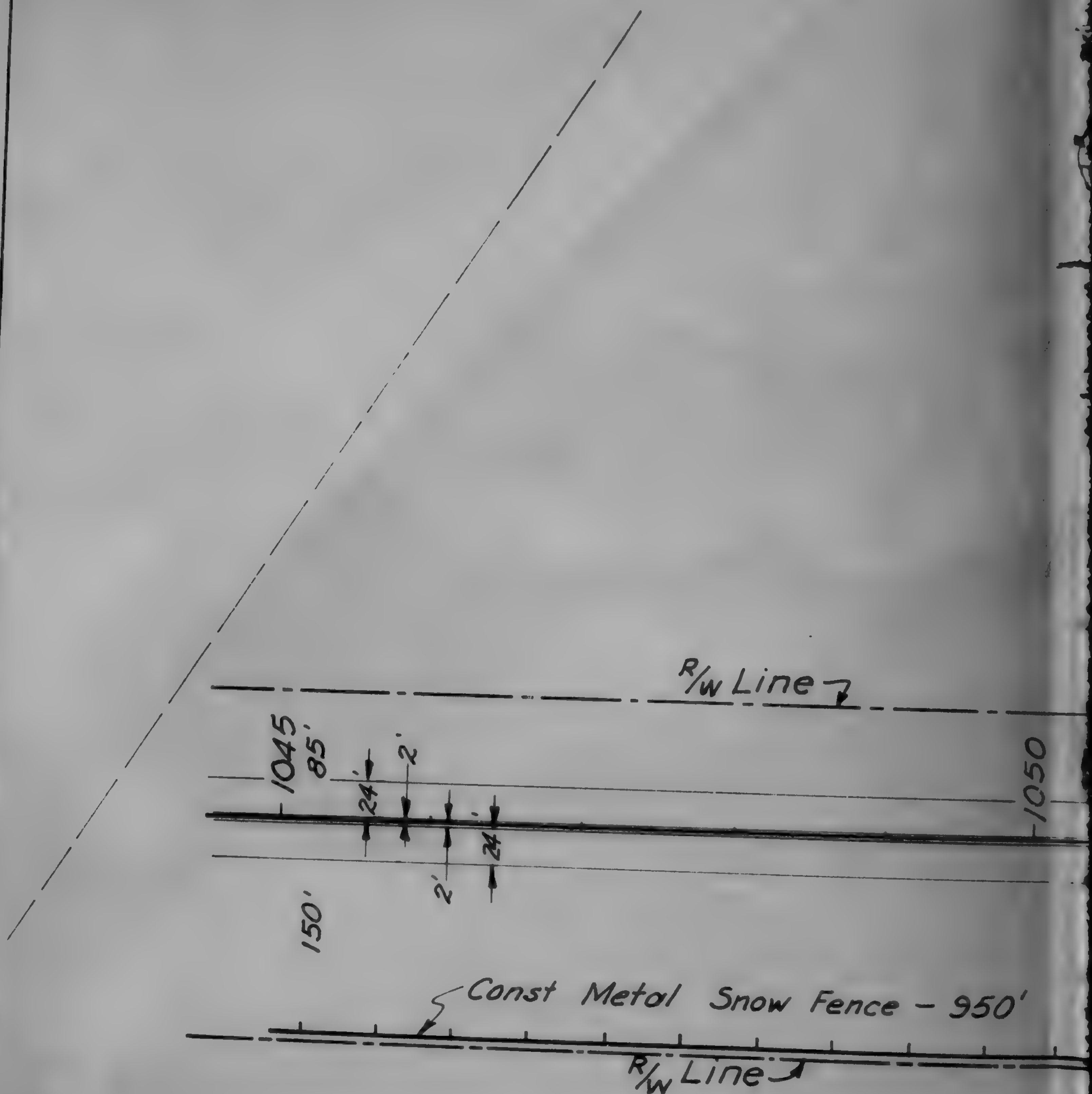
GVS:km
enc. 2

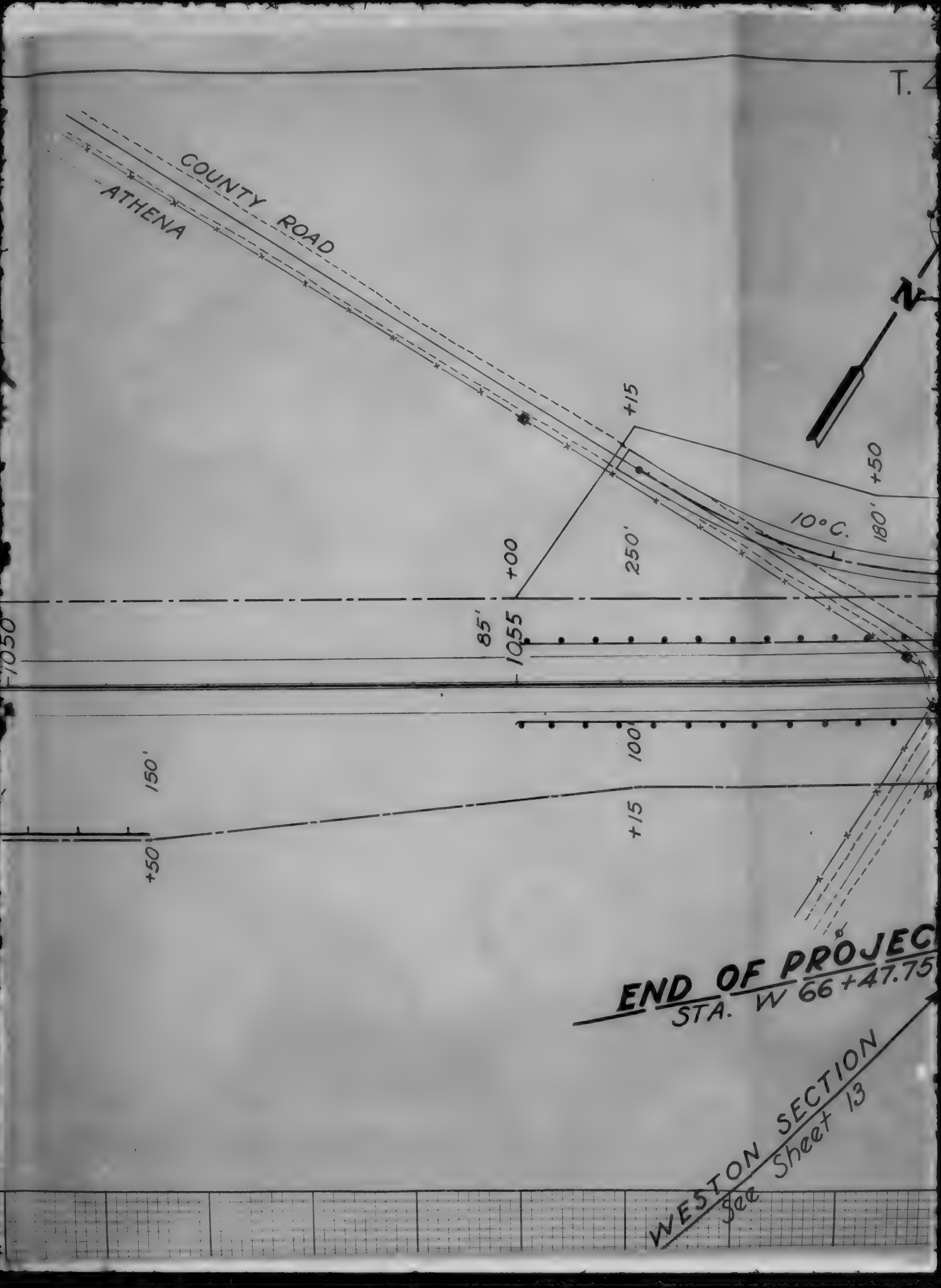
cc: Mr. Randall B. Kester
Union Pacific
Mr. G. H. Baker
Union Pacific
Umatilla County Court
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. F. Parson

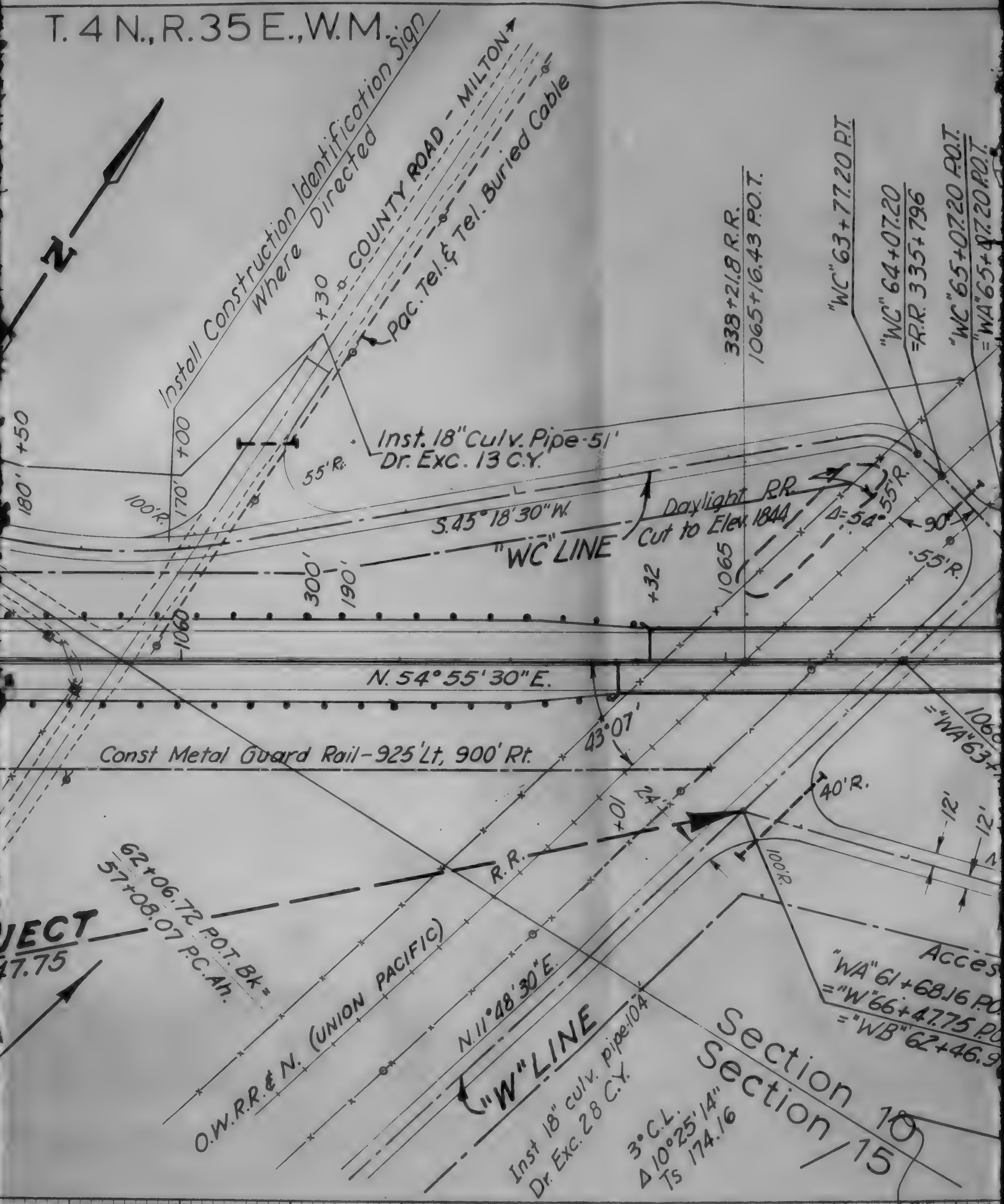
NOTED

RECEIVED
JUN 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		


R/W Line
1045
85'
2'
24'
2'
24'
150'
1050
Const Metal Snow Fence - 950'
R/W Line

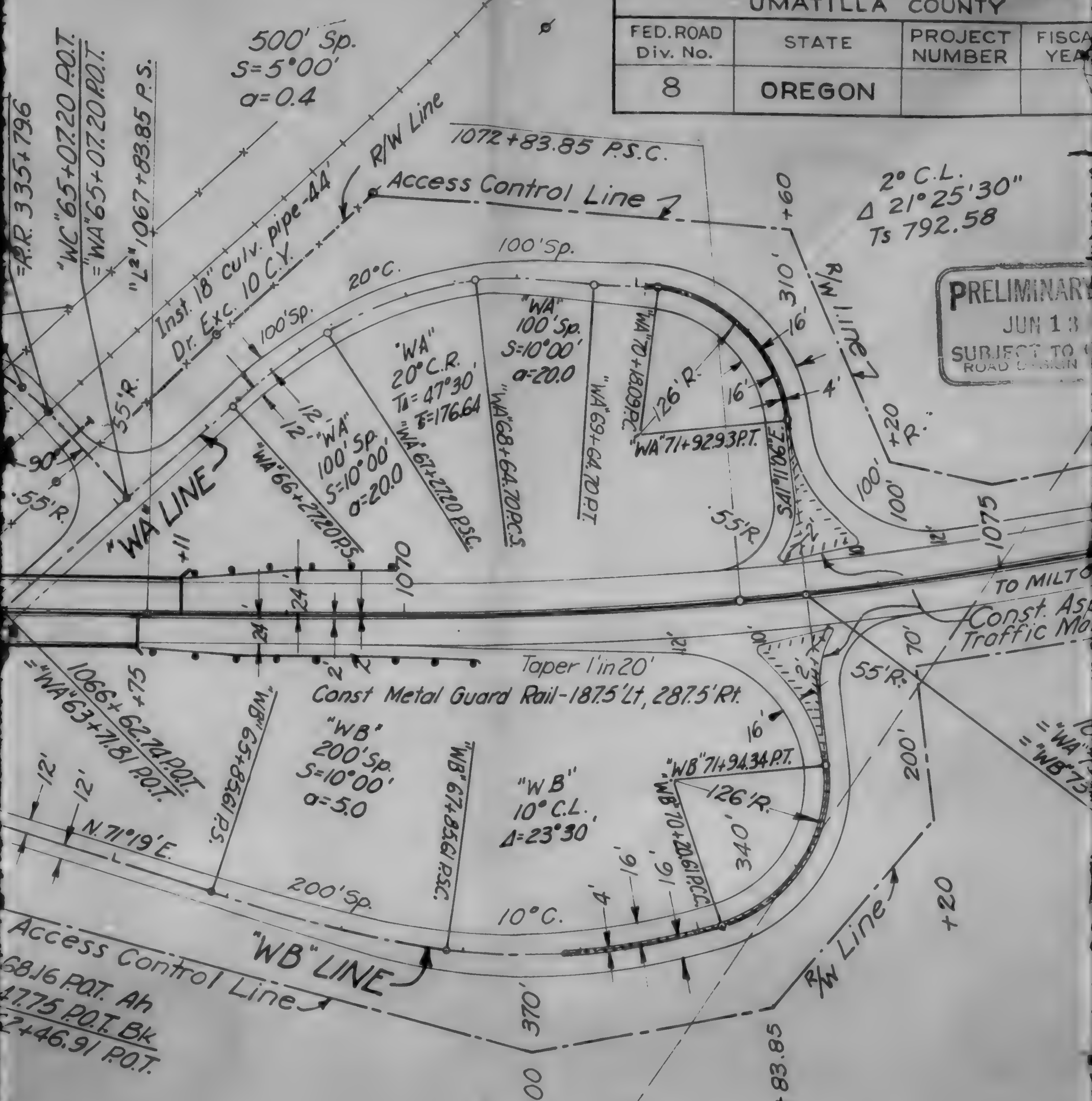

T. 4
COUNTY ROAD
ATHENA
N
+15
+50
10°C.
180'
+00
250'
85'
1055
1050
100'
150'
+15
+50
END OF PROJEC
STA. W 66+47.75
WESTON SECTION
See Sheet 13


T. 4 N., R. 35 E., W.M.
Install Construction Identification Sign Where Directed
COUNTY ROAD - MILTON
Pac. Tel. & Tel. Buried Cable
N
+30
+00
+50
180'
170'
100'R.
55'R.
Inst. 18" Culv. Pipe - 51'
Dr. Exc. 13 C.Y.
S. 45° 18' 30" W.
"WC" LINE
Daylight R.R.
Cut to Elev. 1844
338+21.8 R.R.
1065+16.43 P.O.T.
"WC" 63+77.20 P.I.
"WC" 64+07.20
=R.R. 335+79.6
"WC" 65+07.20 P.O.T.
="WA" 65+07.20 P.O.T.
Δ=54°
55'R.
90°
55'R.
300'
190'
+32
1065
1060
N. 54° 55' 30" E.
43° 07'
Const Metal Guard Rail - 925' Lt, 900' Rt.
="WA" 63+
106
24'
+01
40'R.
12'
12'
100'R.
R.R.
62+06.72 P.O.T. Bk.
57+08.07 P.C. Ah.
JECT
47.75
O.W.R.R. & N. (UNION PACIFIC)
N. 11° 48' 30" E.
"W" LINE
Inst 18" culv. pipe 104'
Dr. Exc. 28 C.Y.
3° C.L.
Δ 10° 25' 14"
Ts 174.16
Section 10
Section 15
Acces
"WA" 61+68.16 P.O.
="W" 66+47.75 P.O.
="WB" 62+46.9
P.I. Elev.

ATHENA-BLUE MTN. STA. SE
OREGON-WASHINGTON HWY.
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON		

PRELIMINARY
JUN 13
SUBJECT TO
ROAD DESIGN


500' Sp.
S=5°00'
a=0.4
=P.R. 335+79.6
"WC" 65+07.20 P.O.T.
="WA" 65+07.20 P.O.T.
"L2" 1067+83.85 P.S.
Inst. 18" culv. pipe-44'
Dr. Exc. 10 C.Y.
R/W Line
1072+83.85 P.S.C.
Access Control Line
2° C.L.
Δ 21°25'30"
Ts 792.58
+60
310'
R/W Line
100'Sp.
20°C.
100'Sp.
"WA"
100' Sp.
S=10°00'
a=20.0
"WA"
20° C.R.
Ts=47°30'
T=176.64
"WA" 70+18.09 P.C.
"WA" 69+64.70 P.T.
"WA" 68+64.70 P.C.S.
"WA" 67+27.20 P.S.C.
"WA" 66+27.20 P.S.
"WA" 71+92.93 P.T.
126'R.
16'
16'
4'
12'
12'
"WA"
100' Sp.
S=10°00'
a=20.0
55'R.
55'R.
55'R.
90°
"WA" LINE
+11
S.41°11'06"E.
+20
R.
100'
100'
1075
1070
24
24
24
2
2
TO MILTO
Const. Asp
Traffic Ma
1066+62.74 P.O.T.
="WA" 63+71.81 P.O.T.
+75
"WB" 65+85.61 P.S.
Taper 1' in 20'
Const Metal Guard Rail-187.5' Lt, 287.5' Rt.
"WB"
200' Sp.
S=10°00'
a=5.0
"WB" 67+85.61 P.S.C.
"WB"
10° C.L.
Δ=23°30'
"WB" 71+94.34 P.T.
126'R.
"WB" 70+20.61 P.C.C.
16'
16'
16'
4'
340'
55'R.
70'
200'
12'
12'
N.71°19'E.
200'Sp.
10°C.
"WB" LINE
Access Control Line
68.16 P.O.T. Ah
47.75 P.O.T. Bk
7+46.91 P.O.T.
370'
+00
+83.85
R/W Line
+20
="WA"
="WB" 73
Elev. 1898.16

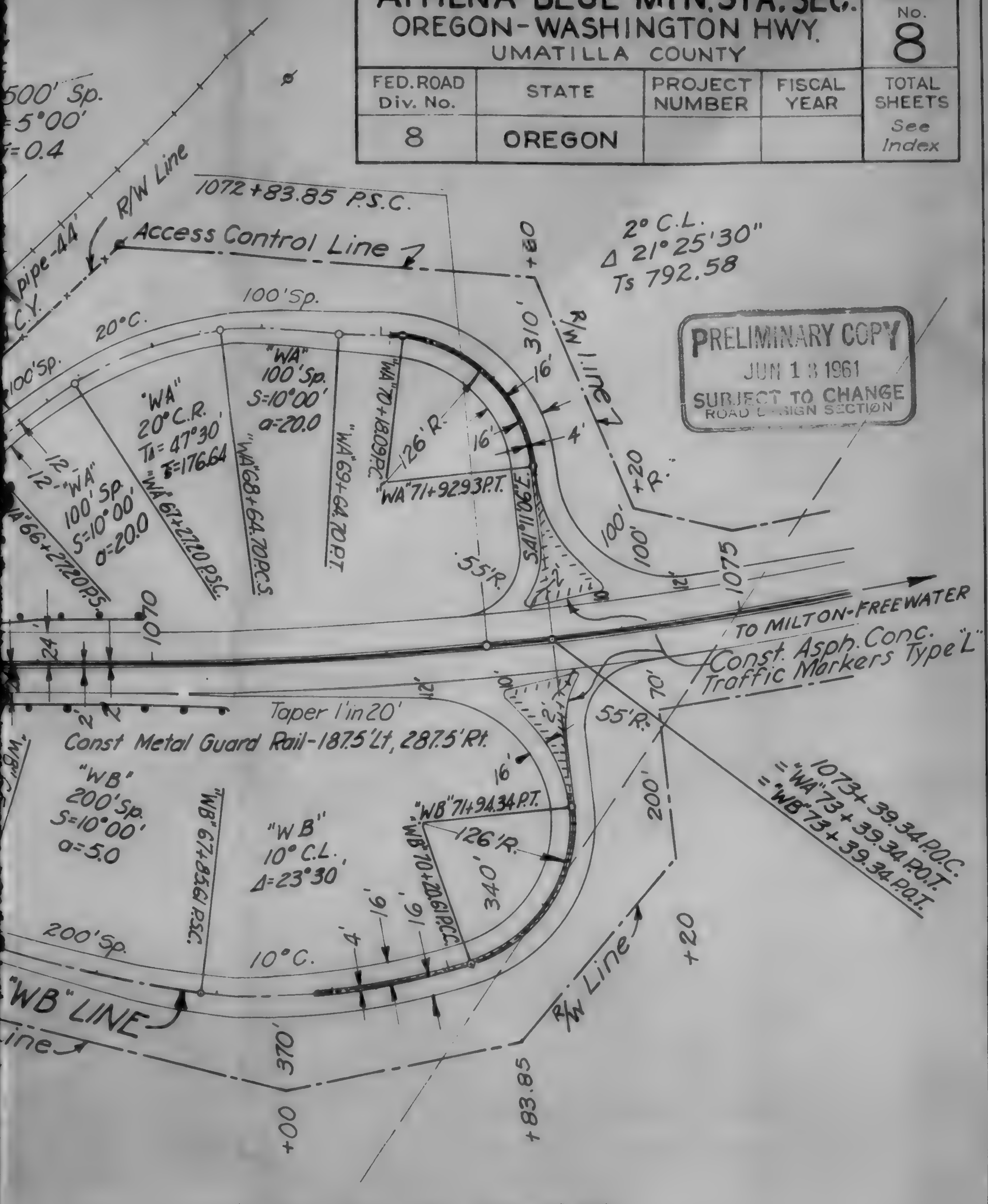
For Profiles See Sheet 8A

ATHENA-BLUE MTN. STA. SEC.
OREGON-WASHINGTON HWY.
UMATILLA COUNTY

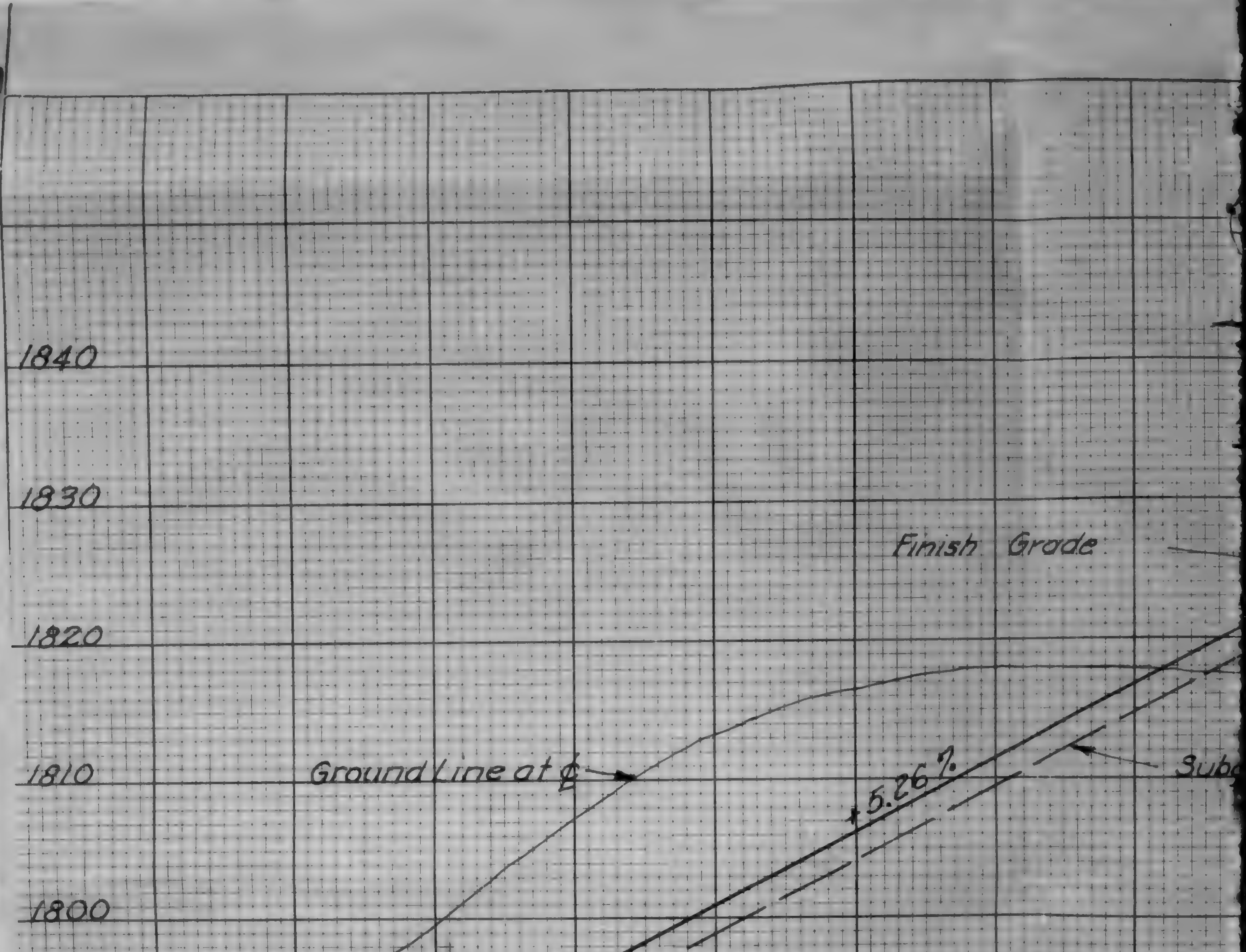
SHEET No. 8

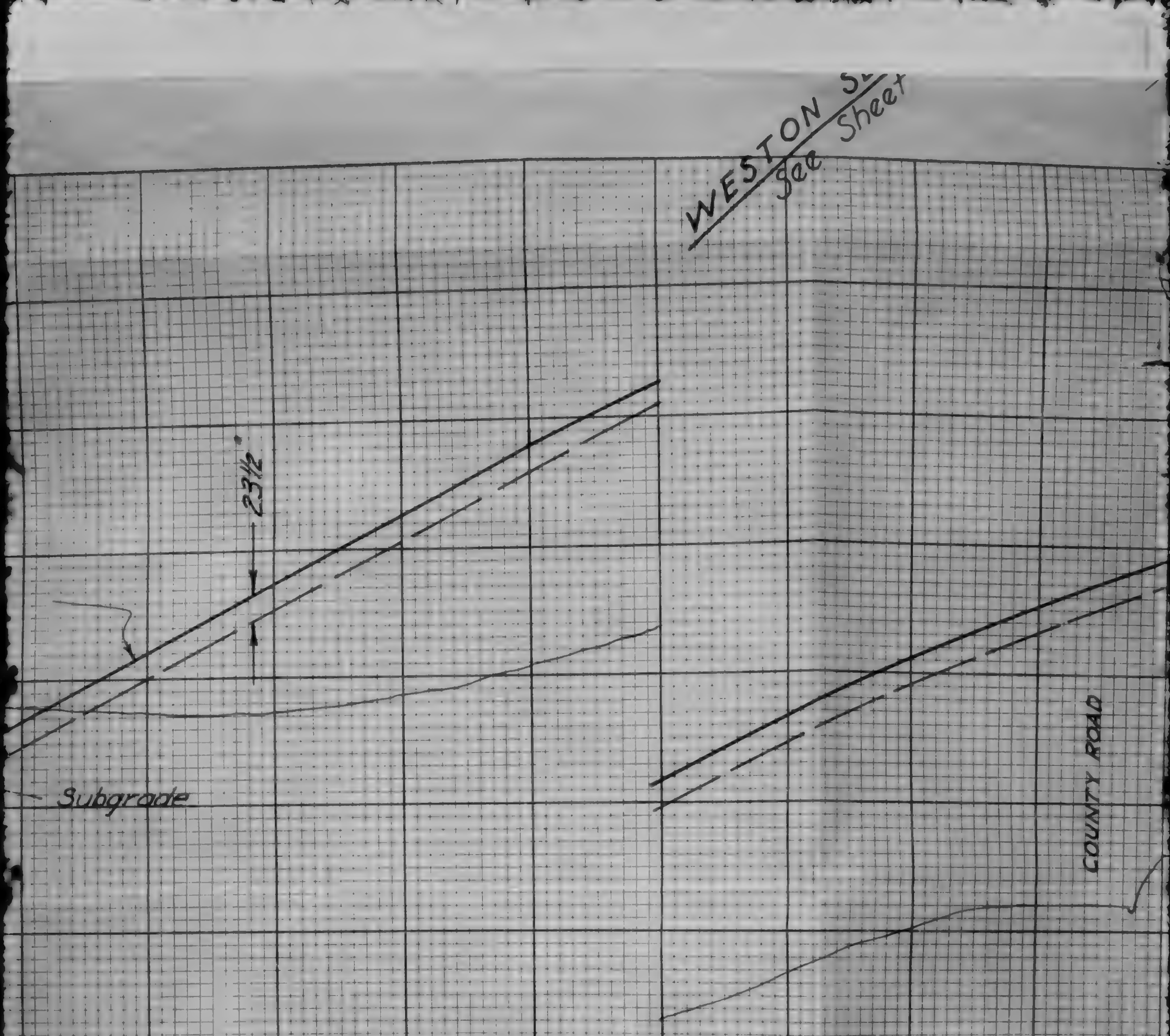
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

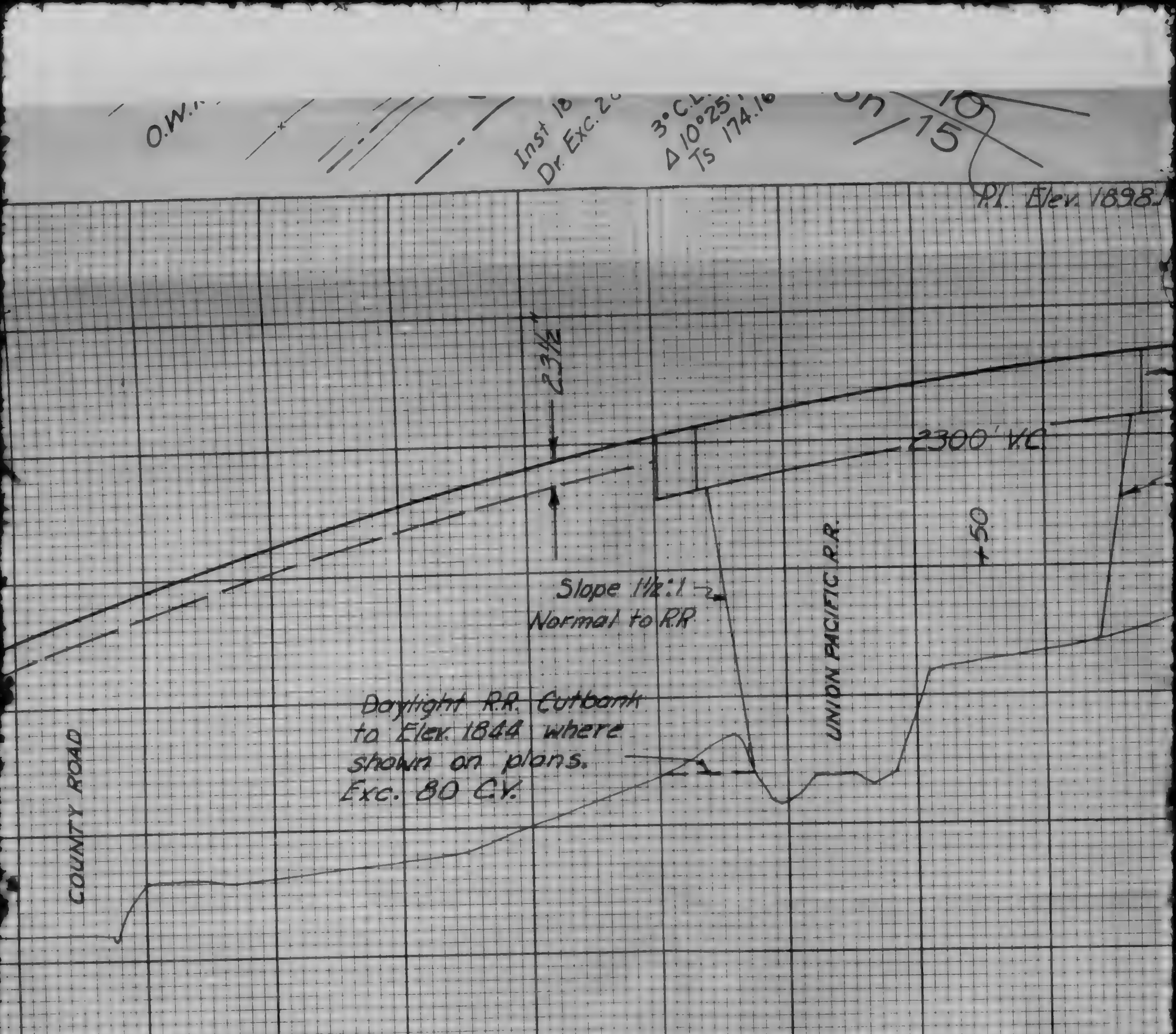
PRELIMINARY COPY
JUN 1 3 1961
SUBJECT TO CHANGE
ROAD DESIGN SECTION


500' Sp.
=5°00'
=0.4
R/W Line
pipe-44'
C.Y.
1072+83.85 P.S.C.
Access Control Line
+80
2° C.L.
Δ 21°25'30"
Ts 792.58
100' Sp.
20° C.
310'
R/W Line
100' Sp.
"WA"
100' Sp.
S=10°00'
a=20.0
"WA" 70+18.09 P.C.
16'
126' R.
16'
4'
"WA"
20° C.R.
TΔ=47°30'
T=176.64
"WA" 68+64.70 P.C.S.
"WA" 69+64.70 P.T.
"WA" 71+92.93 P.T.
S41°11'06"E
+20
R.
12'
12'
"WA"
100' Sp.
S=10°00'
a=20.0
"WA" 67+27.20 P.S.C.
"WA" 66+27.20 P.S.
55' R.
100'
100'
1075
12'
1070
24
TO MILTON-FREEWATER
Const. Asph. Conc.
Traffic Markers Type "L"
12'
10'
2
2
Taper 1' in 20'
70'
55' R.
Const Metal Guard Rail-187.5' Lt, 287.5' Rt.
"WB"
200' Sp.
S=10°00'
a=5.0
"WB" 67+83.61 P.S.C.
16'
"WB" 71+94.34 P.T.
"WB"
10° C.L.
Δ=23°30'
"WB" 70+20.61 P.C.C.
126' R.
200'
= "1073+39.34 P.O.C.
= "WA" 73+39.34 P.O.T.
= "WB" 73+39.34 P.O.T.
340'
4'
16'
16'
200' Sp.
10° C.
R/W Line
+20
"WB" LINE
Line
370'
+00
+83.85

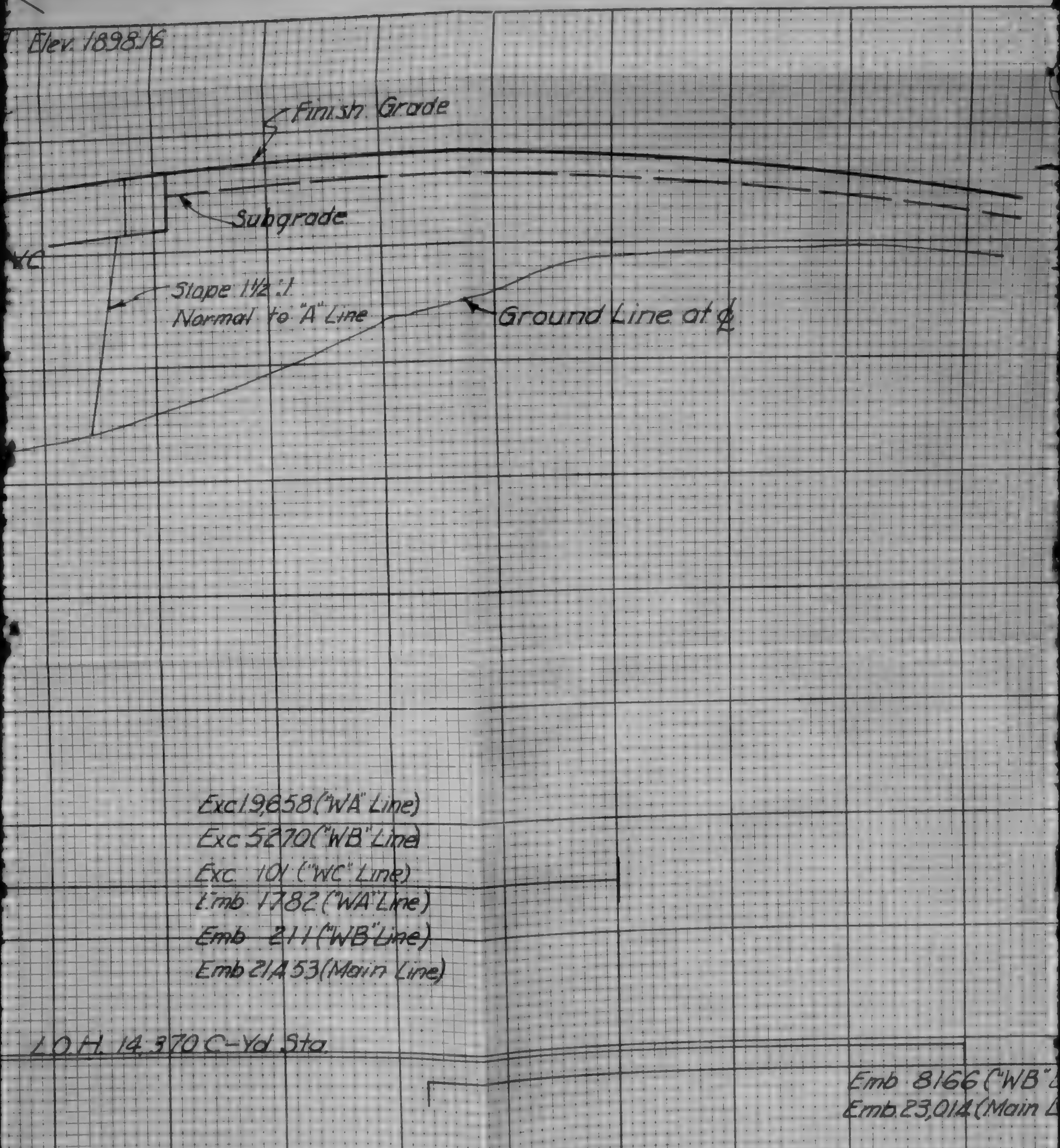
For Profiles See Sheet 8A


1840
1830
Finish Grade
1820
1810
Ground Line at ℄
+5.26%
Subg
1800
1790
Exc 11,474
Exc 17,863
1780
S.O.H. 5
From Sta. 1043+80
S.O.H. 53,466 Yd Sta.
L.O.H.
From Sta. 1017+70
From Sta. 1022+80
1045
1050

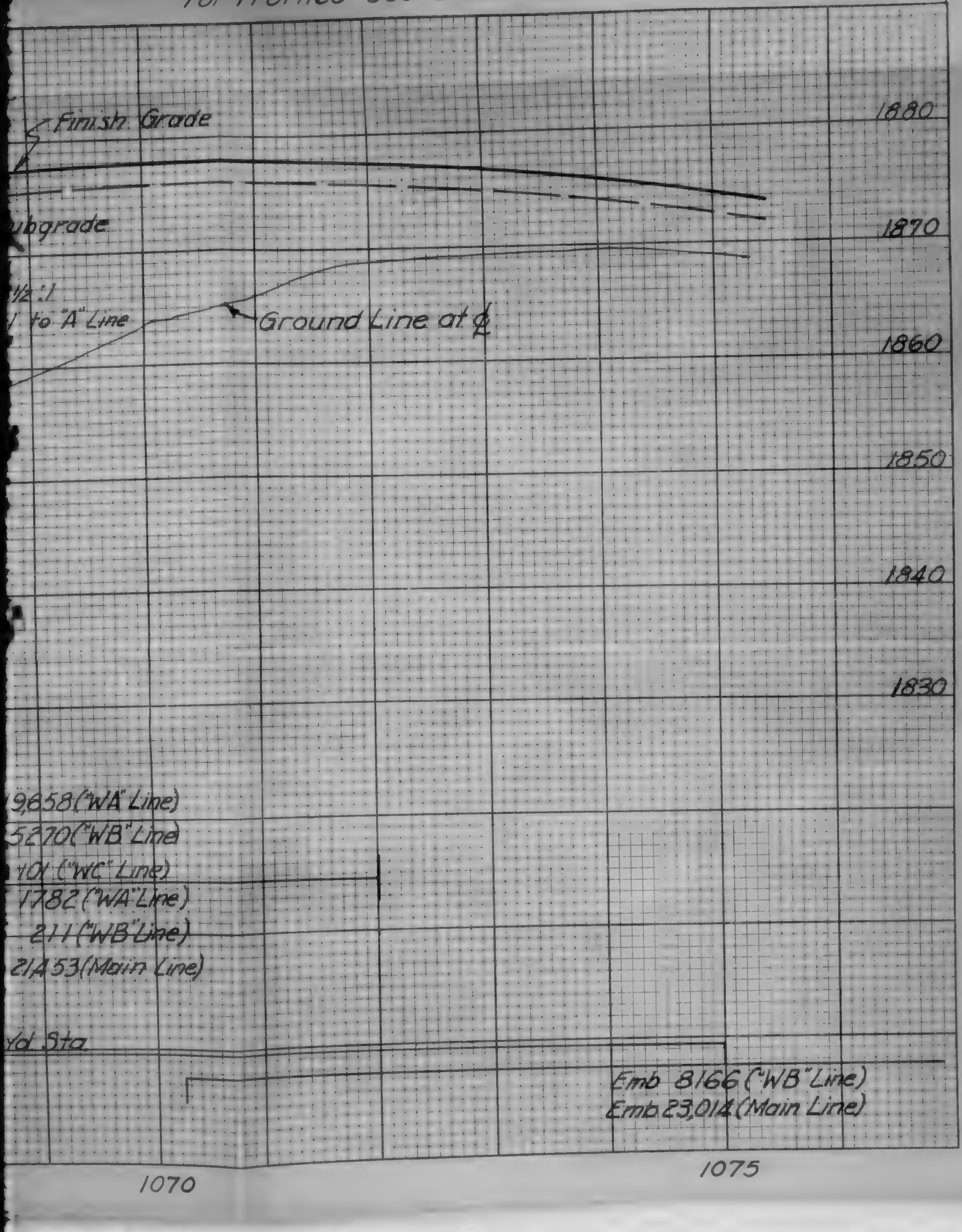

WESTON S
See Sheet
23½'
Subgrade
COUNTY ROAD
Emb 10,748
Exc. 2668 ("WC" Line)
Emb 2491 (Main Line)
S.O.H. 53,000 Yd Sta.
L.O.H. 170 C-Yd. Sta.
Emb 16,733
Emb 8347
S.O.H. 364,800 Yd. Sta.
L.O.H. 16,000 C-Yd. Sta.
1055
106


O.W.
Inst 18
Dr. Exc. 2
3° C.L.
Δ 10°25'
Ts 174.16
10
15
P.I. Elev. 1898.
23½'±
2300' V.C.
+50
Slope 1½:1
Normal to R.R.
UNION PACIFIC R.R.
Daylight R.R. Cutbank
to Elev. 1844 where
shown on plans.
Exc. 80 C.Y.
COUNTY ROAD
Exc 2354 ("WC" Line)
Emb 131 ("WC" Line)
Emb 2074 (Main Line)
S.O.H. 199,710 Yd. Sta.
L.O.H. 14.
Emb 56,955
1060
1065

For Profiles See Sheet 8A


Elev. 1898.16
Finish Grade
Subgrade
WC
Slope 1½:1
Normal to "A" Line
Ground Line at ℄
Exc 19,658 ("WA" Line)
Exc 5270 ("WB" Line)
Exc 101 ("WC" Line)
Emb 1782 ("WA" Line)
Emb 211 ("WB" Line)
Emb 21,453 (Main Line)
L.O.H. 14,370 C-Yd Sta.
Emb 8166 ("WB" L
Emb 23,014 (Main L
1070
1075

For Profiles See Sheet 8A


Finish Grade
ubgrade
½:1
1 to "A" Line
Ground Line at ℄
1880
1870
1860
1850
1840
1830
9,858 ("WA" Line)
5,270 ("WB" Line)
101 ("WC" Line)
1782 ("WA" Line)
211 ("WB" Line)
21,453 (Main Line)
Yd. Sta.
Emb 8166 ("WB" Line)
Emb 23,014 (Main Line)
1070
1075

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FOR FILING

6209

Salem, Oregon
June 7, 1961

Re Pux 433 - Athena (East)
County Road Grade Crossing

Mr. Glen V. Sorenson
Staff Attorney

Reference is made to the answer filed by the Union Pacific Railroad Company to our petition for the establishment of the above-cited grade crossing.

In Paragraph III of the answer, their listing of sight distances is correct.

In Paragraph VII of our petition, the last item is headed "Point on New County Road East of Railroad." This should have read "Point on South Leg of Interchange."

The item in the Railroad's answer entitled "Point on New County Road East of Railroad" is the same as the third item in the first paragraph on page 3 of my letter of April 13, and the sight distances as given are essentially correct. You will find that the sight distances given in the Railroad Company's answer correspond exactly with those given in my letter of April 13.

G. S. Paxson
Assistant State Highway Engineer

GSP:er

p4.x433

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the ATHENA (East) COUNTY ROAD GRADE CROSSING project, in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 10, Township 4 North, Range 35 East, W.M., in Umatilla County, Oregon.	No. RXF-191 ANSWER

For their answer to the State's petition in the above-entitled matter, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY and UNION PACIFIC RAILROAD COMPANY (hereinafter called "respondents") admit, deny and allege as follows:

I.

Admit the allegations of paragraphs I, II and IX.

II.

Respondents have no knowledge or information sufficient to form a belief as to the allegations of paragraphs III, IV, V and VI, and therefore deny the same, except respondents admit that they operate an average of two trains per day across the proposed grade crossing, and further admit that it would be impracticable and uneconomical to construct a grade separation at the said location.

III.

In answer to the allegations contained in paragraph VII respondents allege on information and belief that the sight distances are as follows:

	Sight Distance on Railroad	
Point on Ramp Connection	**South**	**North**
500 feet west of crossing	220 feet	1250 feet
50 " " " "	600 feet	2000 feet
50 " east " "	3150 feet	2000 feet
Point on North Leg of Ramp Connection		
500 feet northeast of crossing	650 feet	1600 feet
Point on New County Road East of Railroad		
500 feet south of crossing	2700 feet	1200 feet
Point on South Leg of Ramp Connection		
500 feet south of crossing	350 feet	250 feet

dissent

IV.

In answer to the allegations contained in paragraph VIII, respondents agree that the State should perform those things listed under "THINGS TO BE DONE BY STATE", and that respondents should perform the items listed under "THINGS TO BE DONE BY RAILROAD COMPANIES".

V.

Except as herein expressly admitted or alleged, respondents deny each and all of the allegations contained in the State's petition.

WHEREFORE, respondents pray for such an order as may be just and reasonable in the premises.

Dated at Portland, Oregon, this 29th day of May, 1961.

Respectfully submitted,

/s/ Randall B. Kester
(Randall B. Kester)

/s/ James C. Ingwersen
(James C. Ingwersen)
Attorneys for respondents
727 Pittock Block
Portland 5, Oregon

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FOR FILING

[illegible]

6009

Salem, Oregon
June 6, 1961

PUX 433
Athena (East) County Road
Grade Crossing

Mr. Glen Sorenson

I note that in the railroad's answer to our petition no complaint was registered on the alignment of the county road immediately acjacent to the crossing of the railroad track. This matter has been discussed with the Union Pacific, and they have asked that we give consideration to changing the alignment slightly so as to leave a short piece of tangent west of the railroad track.

I am attaching hereto two prints from Sheet No. 8 of the Athena-Blue Mt. Station Section and would ask that you substitute these for the Sheet No. 8 which was a part of our P.U.C. application. The only change is in the alignment immediately adjacent to the railroad crossing.

Additional prints can be obtained from Mr. Frank Hall.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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JUN 22 1961
FOR FILING
F-17d (17)
6009

Salem, Oregon
June 6, 1961

Agenda Item 5-r

File 29225 - Union Pacific
Railroad Agreement
Weston-Milton Freeway Section
Oregon-Washington Highway

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are three copies of an agreement between the Union Pacific Railroad Company, Umatilla County and the State Highway Commission covering construction and an easement on the Weston-Milton Freeway Section of the Oregon-Washington Highway near Blue Mountain in Umatilla County.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

FORM E-30 50M 7-60 29395

AGENDA
MAY 26 1961

* 5N

5n

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1961

SUBJECT: File 29225 - Union Pacific Railroad Agreement
Weston-Milton Freeway Section
Oregon-Washington Highway

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you triplicate copies of combined easement and construction agreement in the above-titled matter to be presented to the Highway Commission for their execution.

Umatilla County has already signed the agreement but the County Clerk failed to attest the signatures of the county court. After the Highway Commission has executed the agreement, I will return it to Umatilla County so that it may be properly attested by the County Clerk. We would be pleased if you would return all three copies of the agreement direct to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 3

cc: G. S. Paxson

Check on [illegible] title on page 10
[illegible]

Ⓐ
3 COPIES TO BE SIGNED

M

RECEIVED
JUN 8 1961
FOR FILING

[illegible]

[illegible]

June 6, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In accordance with our conferences and your letter of May 15, addressed to Mr. Ivan D. Merchant, we are submitting a revised Sheet No. 8 for the plans submitted to the Public Utility Commissioner for the grade crossing of your track by the county road north of our overcrossing of your track on the Athena-Blue Mt. Station Section of the Oregon-Washington Highway in Umatilla County.

The alignment of the county road has been changed to leave a tangent 30 feet in length immediately adjacent to the track. We investigated lengthening this tangent more than 30 feet but find this would require the purchase of additional right of way in a section where we have just completed our negotiations with the property owners.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

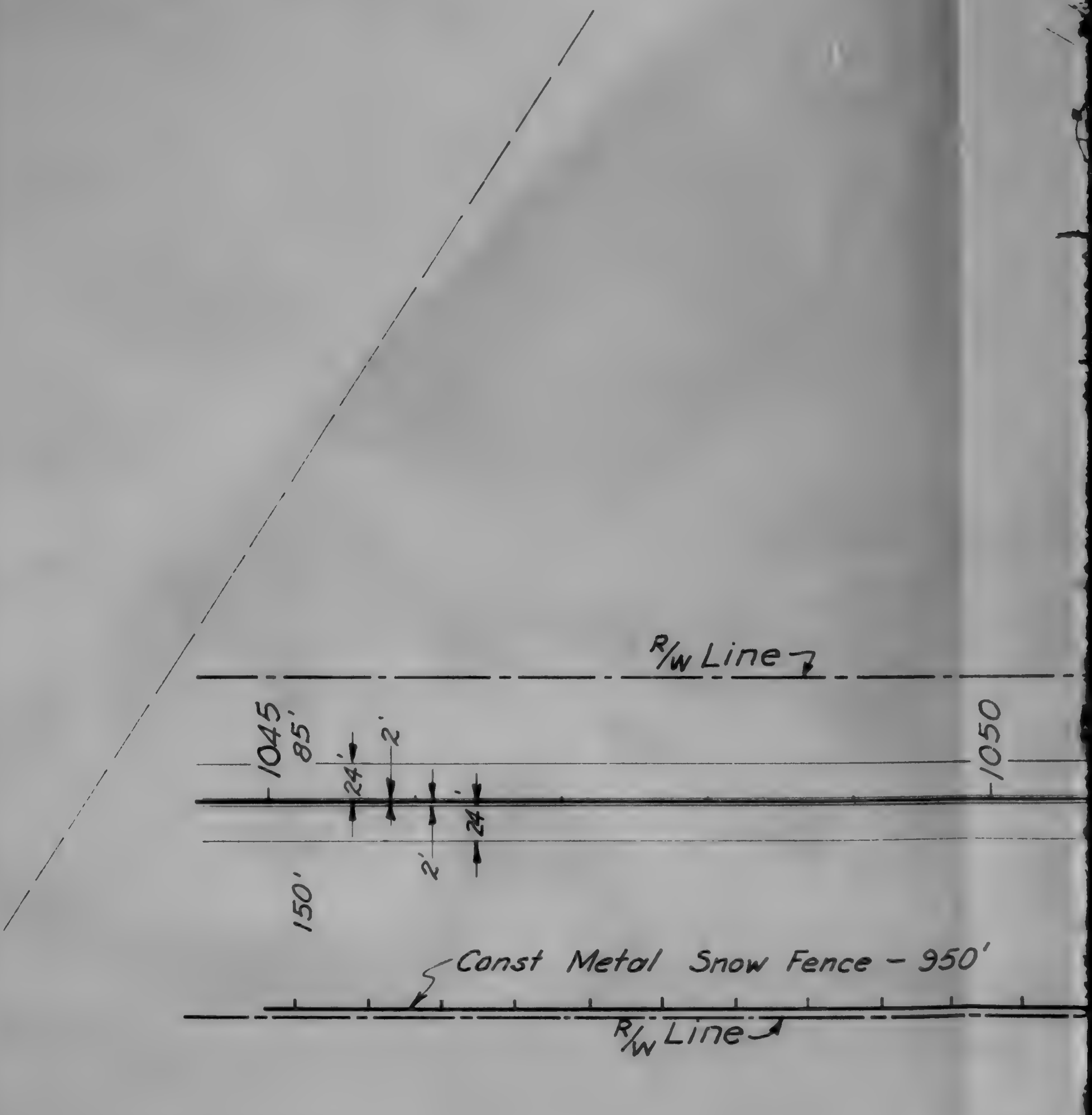
GSP:ae

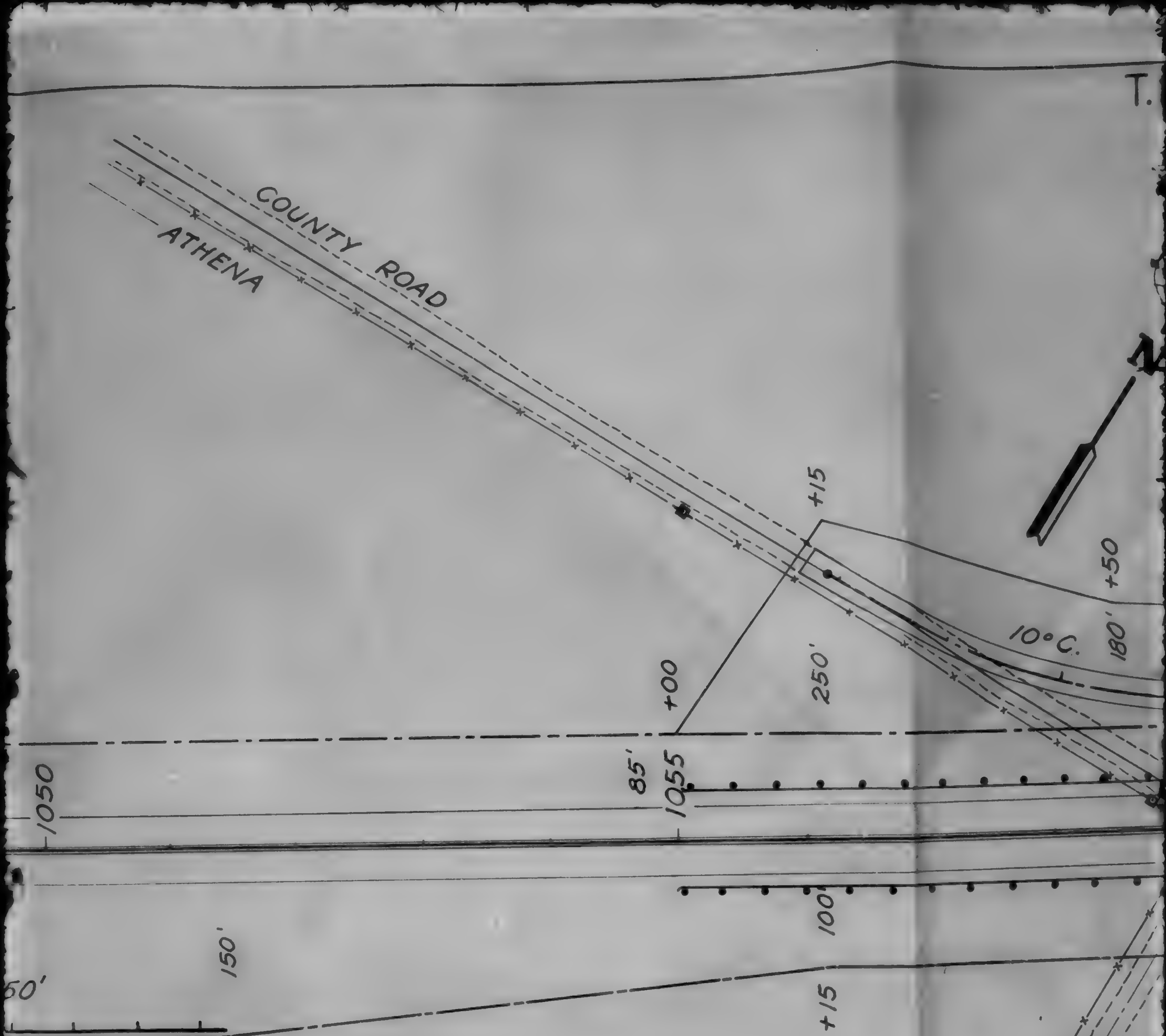
cc to: Mr. W. C. Williams

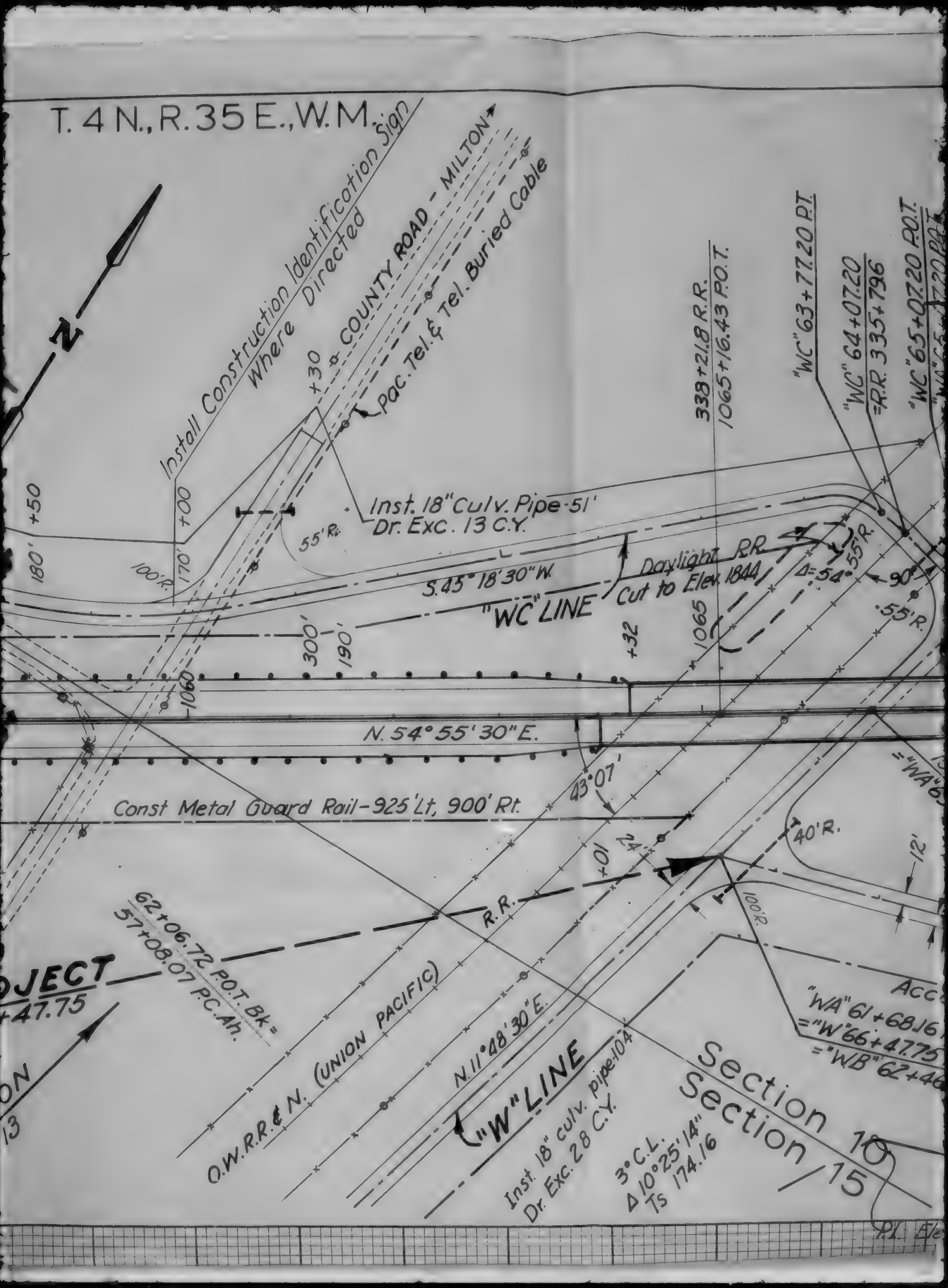
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK

NO.

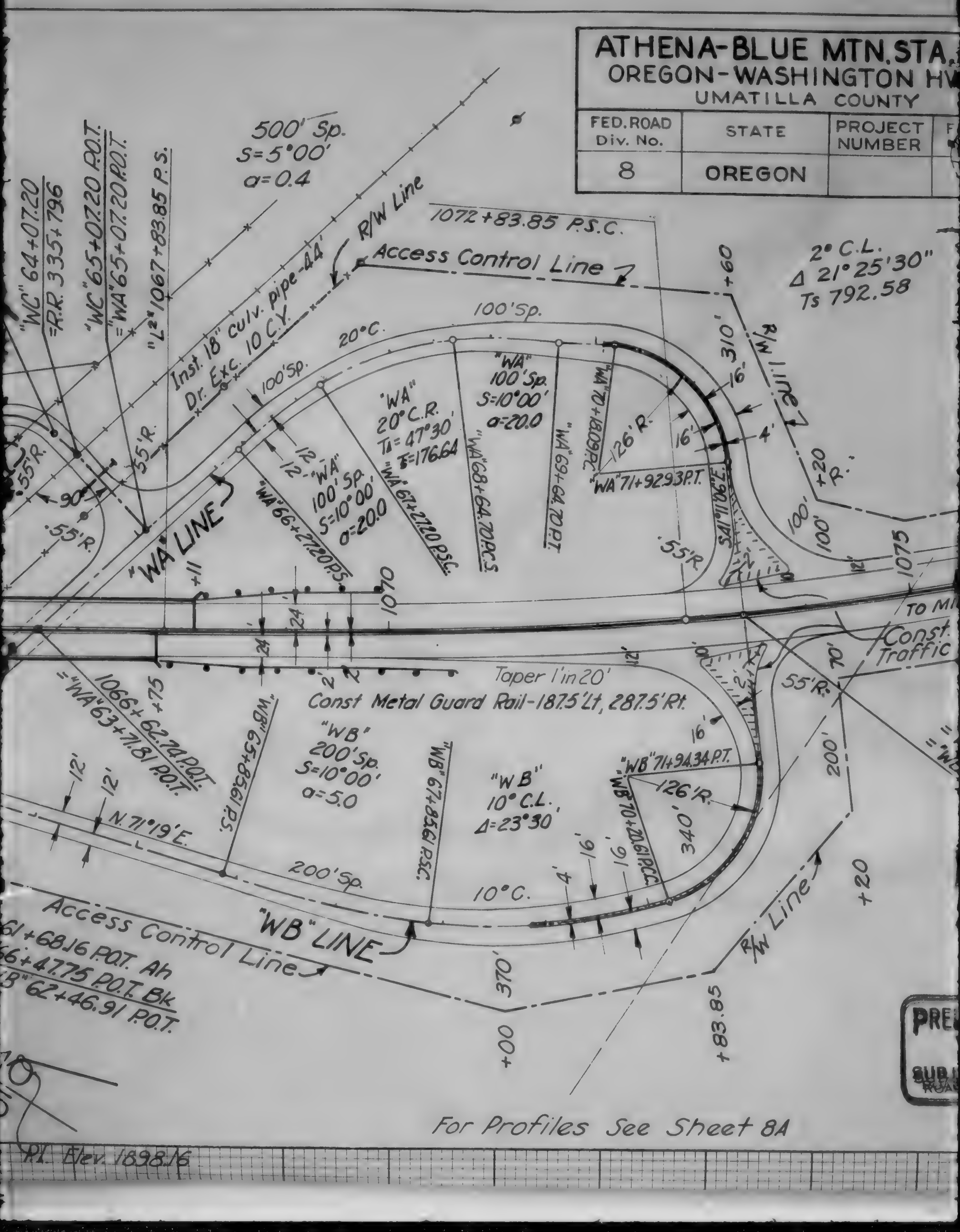

R/W Line
1045
85'
2'
24'
24'
2'
150'
1050
Const Metal Snow Fence - 950'
R/W Line


T.
COUNTY ROAD
ATHENA
N
+15
+50
10°C.
180'
+00
250'
85'
1055
1050
100'
150'
50'
+15
+50
END OF PROJE
STA. W 66+47.7
ESTON SECTION
See Sheet 13


T. 4 N., R. 35 E., W.M.
Install Construction Identification Sign Where Directed
COUNTY ROAD - MILTON
Pac. Tel. & Tel. Buried Cable
N
+30
+50
+00
180'
170'
100'R.
55'R.
Inst. 18" Culv. Pipe-51'
Dr. Exc. 13 C.Y.
S.45°18'30"W.
"WC" LINE
Daylight R.R. Cut to Elev. 1844
Δ=54°
55'R.
90°
55'R.
338+21.8 R.R.
1065+16.43 P.O.T.
"WC" 63+77.20 P.T.
"WC" 64+07.20
=R.R. 335+796
"WC" 65+07.20 P.O.T.
300'
190'
+32
1065
1060
N. 54°55'30"E.
43°07'
Const Metal Guard Rail-925' Lt, 900' Rt.
24'
+01
40'R.
12'
100'R.
R.R.
62+06.72 P.O.T. Bk"
57+08.07 P.C. Ah.
OJECT
47.75
ON
13
O.W.R.R.& N. (UNION PACIFIC)
N.11°48'30"E.
"W" LINE
Inst. 18" culv. pipe-104'
Dr. Exc. 28 C.Y.
3° C.L.
Δ 10°25'14"
Ts 174.16
Section 10
Section 15
Acc
"WA" 61+68.16
="W" 66+47.75
="WB" 62+46
P.L. Ele

ATHENA-BLUE MTN.STA.
OREGON-WASHINGTON HW
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	F
8	OREGON		

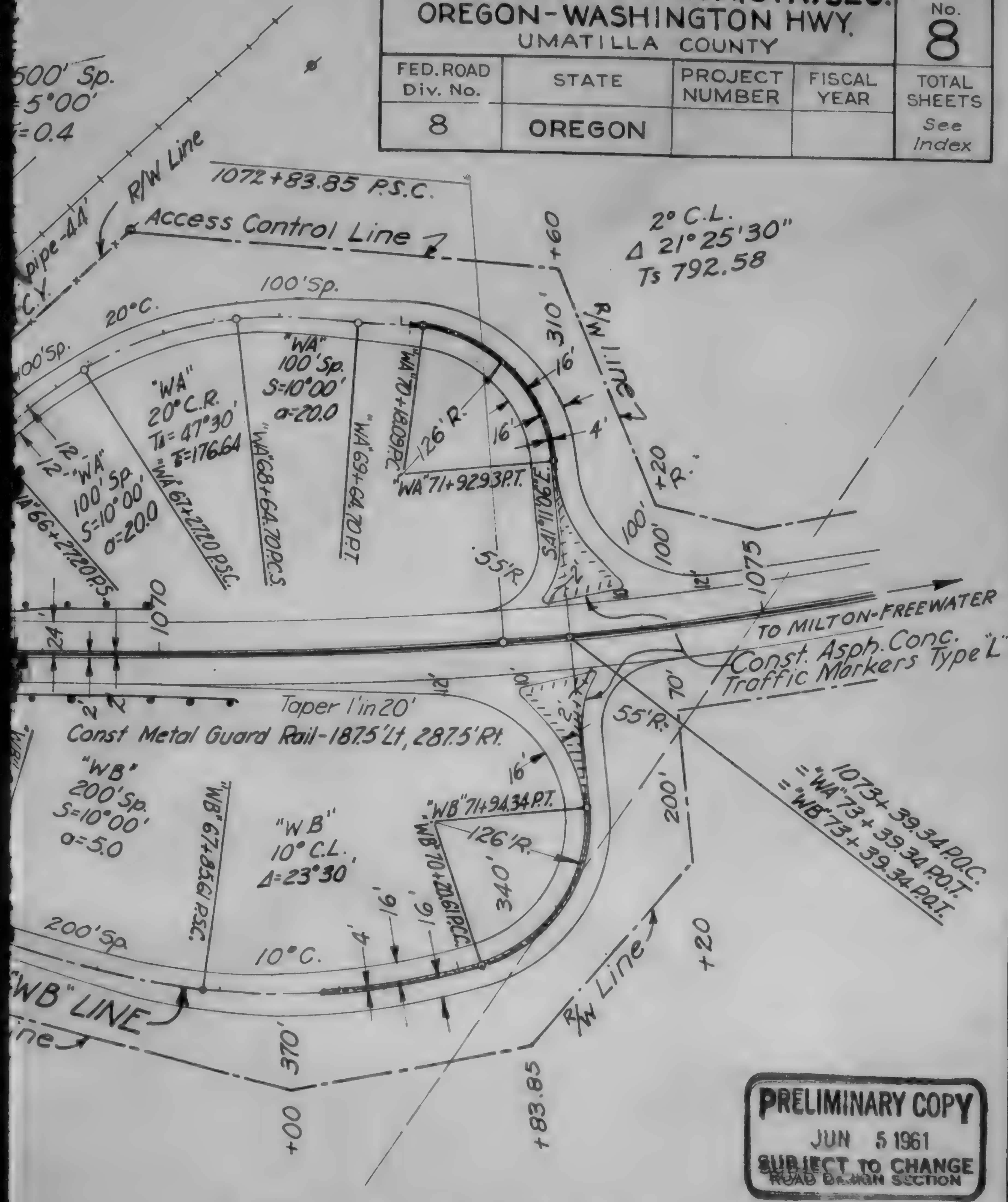


500' Sp.
S=5°00'
a=0.4
"WC" 64+07.20
=R.R. 335+79.6
"WC" 65+07.20 P.O.T.
="WA" 65+07.20 P.O.T.
"L2" 1067+83.85 P.S.
Inst. 18" culv. pipe-44'
Dr. Exc. 10 C.Y.
R/W Line
Access Control Line
1072+83.85 P.S.C.
+60
2° C.L.
Δ 21°25'30"
Ts 792.58
100' Sp.
20° C.
100' Sp.
"WA"
20° C.R.
TA=47°30'
T=176.64
"WA"
100' Sp.
S=10°00'
a=20.0
"WA"
100' Sp.
S=10°00'
a=20.0
"WA" 70+18.09 P.C.
126' R.
16'
16'
4'
310'
R/W Line
"WA" 71+92.93 P.T.
S.41°11'06"E.
+20
R.
100'
100'
1075
"WA" 69+64.70 P.T.
"WA" 68+64.70 P.C.S.
"WA" 67+27.20 P.S.C.
"WA" 66+27.20 P.S.
12'
12'
55' R.
55' R.
55' R.
55' R.
90°
"WA" LINE
+11
24
24
2
2
1070
12'
12'
TO MI
Const.
Traffic
70'
55' R.
Taper 1' in 20'
Const Metal Guard Rail-187.5' Lt, 287.5' Rt.
1066+62.74 P.O.T.
="WA" 63+71.81 P.O.T.
+75
"WB" 65+83.61 P.S.
"WB"
200' Sp.
S=10°00'
a=5.0
"WB" 67+83.61 P.S.C.
"WB"
10° C.L.
Δ=23°30'
"WB" 71+94.34 P.T.
"WB" 70+20.61 P.C.C.
126' R.
16'
16'
16'
4'
340'
200'
12'
12'
N.71°19'E.
200' Sp.
10° C.
"WB" LINE
Access Control Line
R/W Line
+20
370'
+00
+83.85
61+68.16 P.O.T. Ah
66+47.75 P.O.T. Bk
"WB" 62+46.91 P.O.T.
P.I. Elev. 1898.16
PRE
SUB
ROA

For Profiles See Sheet 8A

ATHENA-BLUE MTN. STA. SEC.
OREGON-WASHINGTON HWY.
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 8
8	OREGON			TOTAL SHEETS See Index



500' Sp.
=5°00'
=0.4
pipe-4A'
C.Y.
R/W Line
Access Control Line
1072+83.85 P.S.C.
+60
2° C.L.
Δ 21°25'30"
Ts 792.58
100'Sp.
20°C.
100'Sp.
"WA"
20° C.R.
Ts = 47°30'
T = 176.64
"WA"
100'Sp.
S=10°00'
a=20.0
"WA"
100'Sp.
S=10°00'
a=20.0
"WA" 66+27.20 P.S.
"WA" 67+27.20 P.S.C.
"WA" 68+64.70 P.C.S.
"WA" 69+64.70 P.T.
"WA" 70+18.09 P.C.
"WA" 71+92.93 P.T.
126'R.
16'
16'
4'
310'
R/W Line
+20
"R."
100'
100'
S41°11'06"E.
55'R.
12'
12'
24
1070
1075
12'
TO MILTON-FREEWATER
Const. Asph. Conc. Traffic Markers Type "L"
70'
55'R.
10'
12'
Taper 1' in 20'
Const Metal Guard Rail-187.5' Lt, 287.5' Rt.
"WB"
200'Sp.
S=10°00'
a=5.0
"WB" 67+85.61 P.S.C.
"WB"
10° C.L.
Δ=23°30'
"WB" 71+94.34 P.T.
"WB" 70+20.61 P.C.C.
126'R.
16'
340'
16'
16'
4'
200'
200'Sp.
10°C.
"WB" LINE
Line
370'
+00
+83.85
R/W Line
+20
= 1073+39.34 P.O.C.
= "WA" 73+39.34 P.O.T.
= "WB" 73+39.34 P.O.T.

PRELIMINARY COPY
JUN 5 1961
SUBJECT TO CHANGE
ROAD DESIGN SECTION

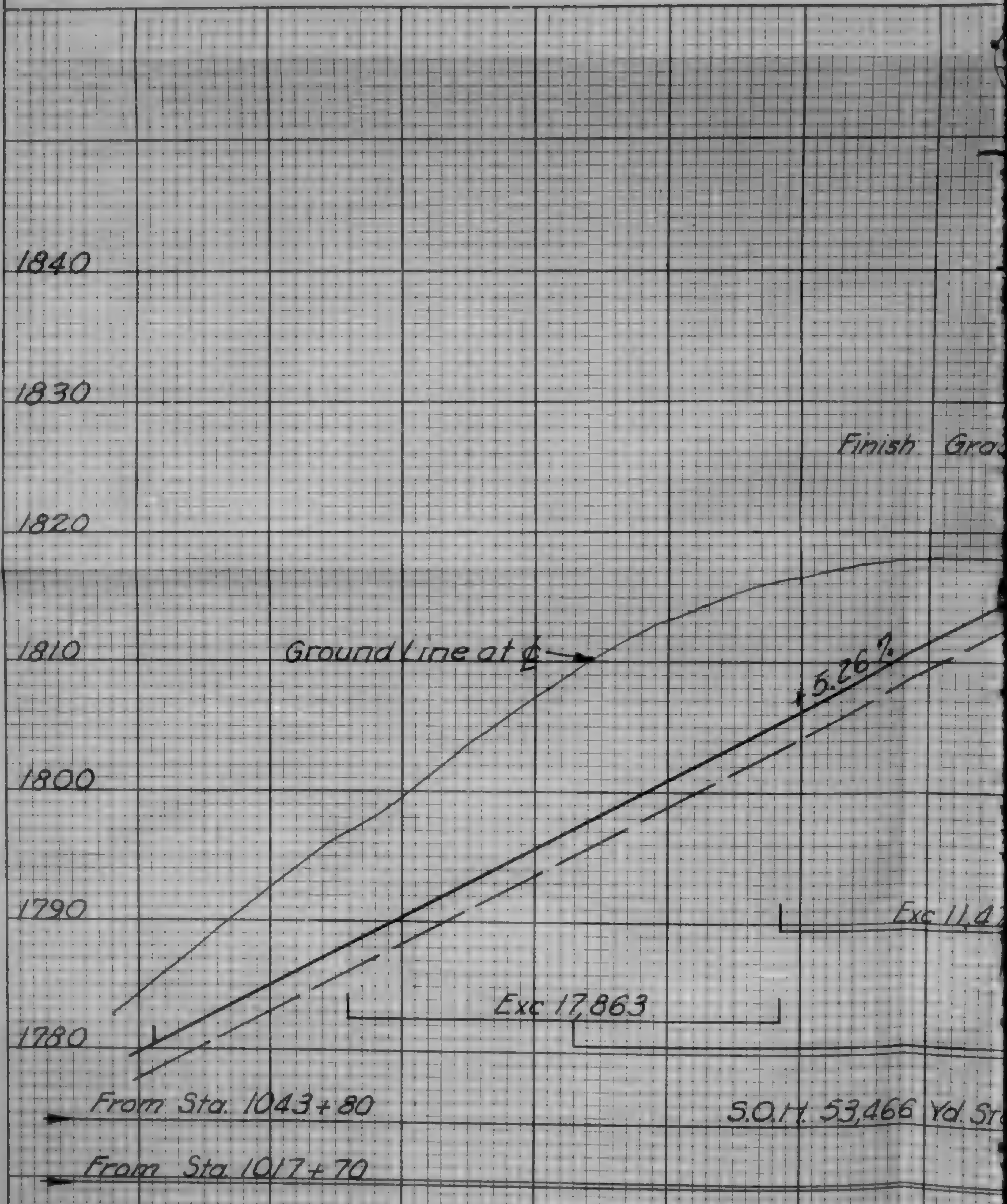
For Profiles See Sheet 8A

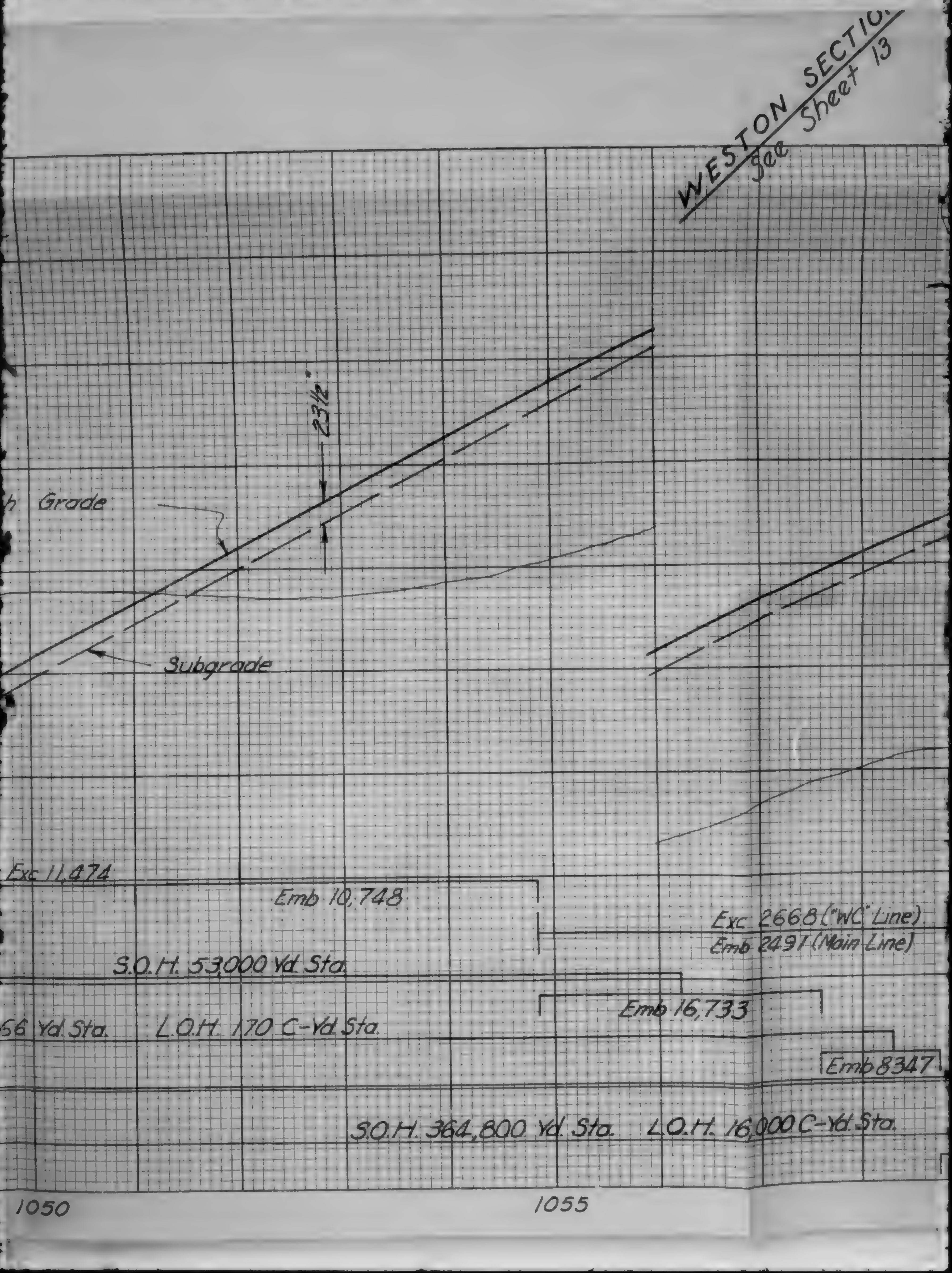
ORIGINAL SURVEY

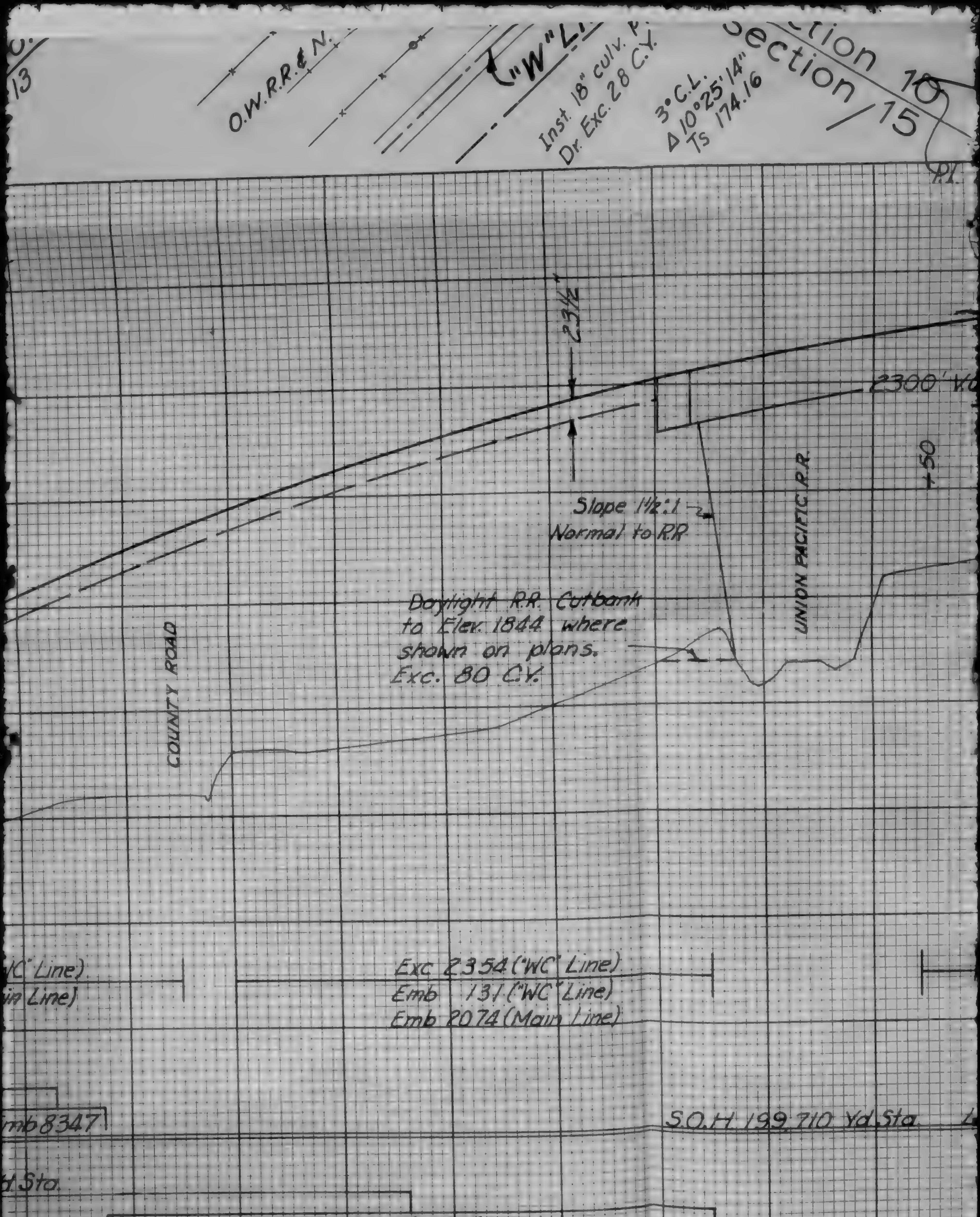
NOTE BOOK

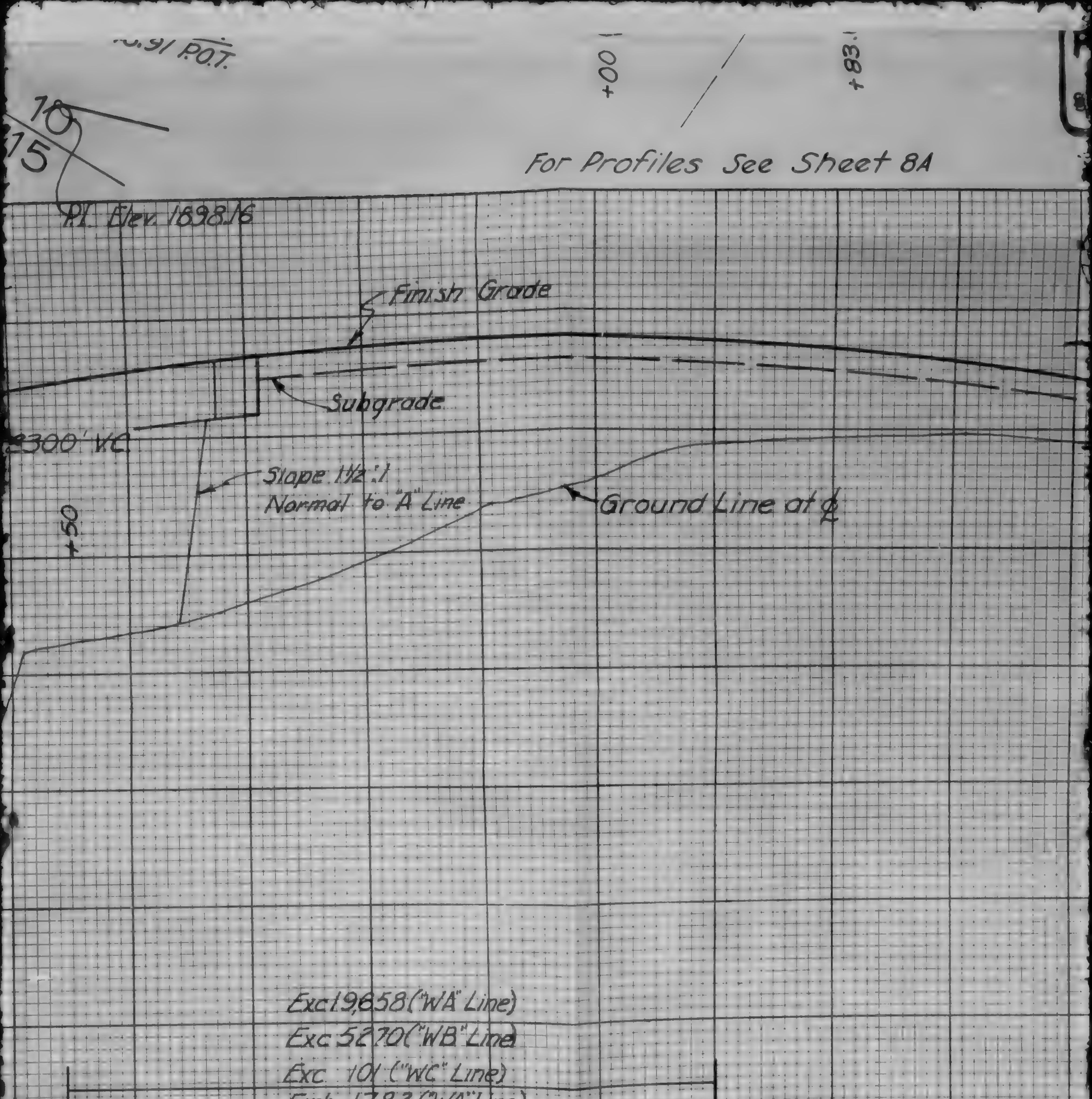
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		




WESTON SECTIO
See Sheet 13
23½"
h Grade
Subgrade
Exc 11,474
Emb 10,748
Exc 2668 ("WC" Line)
Emb 2491 (Main Line)
S.O.H. 53,000 Yd. Sta.
Emb 16,733
66 Yd. Sta.
L.O.H. 170 C-Yd. Sta.
Emb 8347
S.O.H. 364,800 Yd. Sta.
L.O.H. 16,000 C-Yd. Sta.
1050
1055


13
O.W.R.R.& N.
℄ "W" L
Inst. 18" culv. p
Dr. Exc. 28 C.Y.
3° C.L.
Δ 10°25'14"
Ts 174.16
ction
Section 10/15
P.I.
23½
2300' V.C
+50
Slope 1½:1
Normal to R.R.
UNION PACIFIC R.R.
Daylight R.R. Cutbank
to Elev. 1844 where
shown on plans.
Exc. 80 C.Y.
COUNTY ROAD
WC' Line)
in Line)
Exc 2354 ("WC" Line)
Emb 131 ("WC" Line)
Emb 2074 (Main Line)
mb 8347
S.O.H. 199,710 Yd. Sta.
d Sta.
Emb 56,955
1060
1065

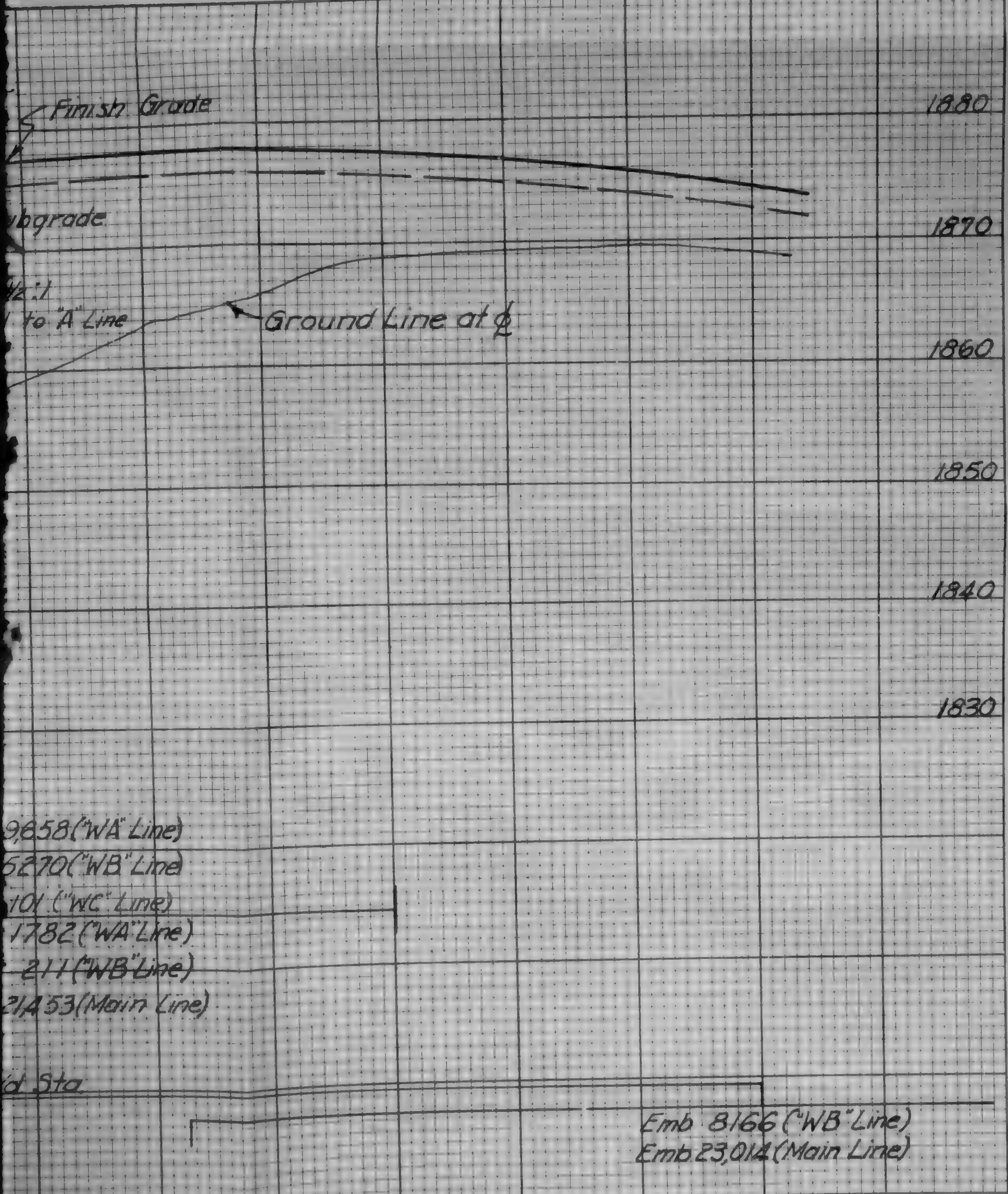

.91 P.O.T.
+00
+83.1
10
15
For Profiles See Sheet 8A
P.I. Elev. 1898.16
Finish Grade
Subgrade
300' V.C.
Slope 1½:1
Normal to "A" Line
Ground Line at ℄
+50
Exc 19,658 ("WA" Line)
Exc 5270 ("WB" Line)
Exc 101 ("WC" Line)
Emb 1782 ("WA" Line)
Emb 211 ("WB" Line)
Emb 21,453 (Main Line)
d Sta.
L.O.H. 14,370 C-Yd Sta.
Emb 8166
Emb 23,014 (
1070
107

PRELIMINARY COPY
JUN 5 1961
SUBJECT TO CHANGE
ROAD DESIGN SECTION

+00

+83.1

For Profiles See Sheet 8A


Finish Grade
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101 ("WC" Line)
1782 ("WA" Line)
211 ("WB" Line)
21,453 (Main Line)
d Sta
Emb 8166 ("WB" Line)
Emb 23,014 (Main Line)
1070
1075

UNION PACIFIC RAILROAD COMPANY
2525 N. Larrabee Avenue
Portland 17, Oregon

MAY 15, 1961

Ref. File: D 315 - 2 - 102

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Referring to your letter of March 13 regarding railroad grade separations on the Athena-Blue Mountain Section of Oregon-Washington Highway Bridges 8928 and 8929 (Railroad M.P. 20.67 and 21.78) near Weston, Oregon:

There are no objections to the Drawings submitted with your letter, and one copy of Drawings Nos. 8928-A, 16325, Sheet 2A and Sheet 7 for undercrossing at Railroad M.P. 20.67 and one copy of Drawings Nos. 8929-A and 16328 for overcrossing at M.P. 21.78 are returned herewith approved by Railroad's Chief Engineer.

The vicinity sketch on plans for overcrossing at M.P. 21.78 shows a County road crossing at grade northerly of the proposed overhead. It is requested that alignment on portion of roadway extending westerly from Railroad's track be changed to provide tangent to the right-of-way line, as it is believed a hazardous condition would be set up by curved alignment up to the track.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

NOTED
G. S. PAXSON

encs.

cc: Mr. G. S. Paxson, Asst. State Highway Engineer
Oregon State Highway Department - Salem

RECEIVED
MAY 1 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

F-17[illegible](17) Athena-Blue Mt. Station Sec., 1961
Weston Sec., Ore.-Wash. Hwy.
#[illegible] (Grad., Pav. & Sign) Folder # 1

RECEIVED
MAY 18 1961
FOR FILING

F-170 (17)

May 17, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I write this in reply to Mr. Nunn's note of May 10 attached to a letter from Mrs. Frances Fitzsimmons of Weston.

This same matter was the subject of a letter to you dated March 14, 1961, which you transmitted to us with a request for comments and a suggested draft of reply. These were sent to you circa March 22 and, as nothing has changed in the interim, the information furnished you would still obtain.

I am attaching a suggested further letter to Mrs. Fitzsimmons for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

Enclosure

cc Forrest Cooper

SUGGESTED REPLY FOR GOVERNOR'S CONSIDERATION

Mrs. Frances Fitzsimmons
The Backward S Ranch
Weston, Oregon

Dear Mrs. Fitzsimmons:

I have your letter of May 6, in which you again refer to the matter of the relocation of the Oregon-Washington Highway in the Weston vicinity of Umatilla County.

I have checked into this matter with the State Highway Engineer and wish to advise you that the situation is the same as reported to you in my letter of March 29.

When major highways are being relocated and reconstructed, it is the policy of the State to construct on grade, alignment, and routes that will serve the motorists for many years. The roads are designed to handle modern, heavy, high-speed traffic safely and economically. There is no question but what the acquisitions of right of way do, in varying degrees, disturb property owners; however, the State is required to fully compensate all owners whose land is taken. I am sure that you will be fairly treated.

Mrs. Frances Fitzsimmons
The Backward S Ranch
Weston, Oregon
May 6, 1961

Hiway

Governor Mark Hatfield
Office of the Governor
State Capitol
Salem, Oregon

Dear Governor Hatfield:

I have delayed on writing this letter in answer to yours of March 29, because I wished to get more information before taking up your valuable time, with things not pertentient to this road called highway 11, between Pendleton and Milton-Freewater.

First, that public hearing that was held was a farce from beginning to end. What we had to say was taken down, no information was given out by the Road Commission when ask; just a lot of words. Then when they went back to Salem they probably read it over, we'll give them the credit for that; but from there on out, they have done as they first planned, without any changes. Other than to bring the Elgin-Weston road around and across more farm land.

This short connecting road that they have spoke to you about is over a mile in length, from the bottom of the hill coming into Weston, and from the beginning of where it joins to the existing highway, it is over two miles in length. It is getting close to three extra miles that can be easily avoided if they will just change this highway as we wish. After all a highway should serve the country through which it goes, not destroy it.

Now as to our existing highways and market roads. They are very needful to our farming interests. These back roads as they are sometimes called are our ways of getting our produce to market. When one of them is closed, or partly closed, as we find the Highway Commission is planning on doing, saying that they are not needed; closes the best ways to our elevators for our wheat and grains.

For every mile of road we lose 24 acres of fifty bushel wheat land, and pea land. A loss of the past fifteen years average of around $2,000.00 per year. This means a lot in the anual income when the high cost of production is taken into consideration. It costs very little more to farm 200 acres against 175. The difference in income means a great deal.

I am sending you another letter that was sent to the State Highway Commission that was signed by several of the farmers involved. At this time there were also several letters sent but as usual they did no good. If you wish to look over these letters I can send you copies of them. Just let me know, and I well be glad to. We do feel that this stretch of road is a waste of the tax-payers' money and our good land.

Sincerely

NOTED
[illegible] COOPER

Frances Fitz

Frances Fitzsimmons

FF:dp
Enclosures 2

Weston, Oregon
January , 1960

Mr. Alfred F. Parsons
Resident Locating Engineer
La Grande, Oregon

Dear Sir:

This is a letter of protest against the 1959 Road Survey and for the old 1953 Road Survey, between Adams and Milton-Freewater, Umatills County, State of Oregon.

In your place, because of illness, a Mr. Larry Smitten was called over here to speak to the Chamber of Commerce. At that time he told us nothing would be done about letting the contract for the New Highway between Adams and the Dry Creek Junction until a public hearing could be held as to where the road would go because of our opposition. According to the papers the contract will be let the 31st day of May, 1960.

Here is a list of our objections:

1. The Adams road was changed to keep from crossing the railroad tracks.
2. The 1959 survey crosses 2 railroad tracks, 3 existing roads, 1 creek (Pine Creek, with a high flow of water at flood time), and a machinery and stock underpass within 1 mile. Three other roads bring the hazzards to 10.
3. Farmers fields cut into weird shaped pieces that won't be accessable without extra and expensive labor. Because of this mutilation of fields the machinery that is in use won't be the right size, again bringing undue cost to the farmer whose land is being mutilated. The machinery changes are prohibitive in cost.
4. More fence rows to be kept clean from noxious weeds. Changes in contours of fields so the changes of erosion are greatly inlarged. Also water running form the road way into the fields causing erosion where none was before.
5. A partial list of machinery that has the run of the fields in farming operations consist of: tractors, combines, (4 pea, wheat and grains) Swathers, loaders, plows, harrows, rod weeders, springtooths, chisels, manure spreaders, and other impliments used all the year around.
6. Twelve or more farms are affected between the Dry Creek point and Athena alone. Against five or less on the 1953 survey. Some mutilated worse than others but none good.
7. The tax situation such that a good part of what the farmer is paid has to be paid back to the State.
8. The City of Weston completely isolated. Taking the chances of getting more payroll Companies and growth possibilities away. Our Lamb-Weston Pea Cannery losing fine publicity. A great loss to the people of Weston.
9. In the 1953 survey there are only about 5 or less farms crossed, as the survey follows the section lines from Adams to Weston, doing away with costly field mutilation and prohibitive machinery changes.
10. Three roads, two creek crossings. (5 against 10 hazzards). There is about a mile difference in the road, but untold damage eliminated to farmers who have spent their lives building their homes and farms as did

their fathers before them. The extending of Roadway 204 (Elgin Highway) more than eliminates the extra mile of change.

11. This mutilation of good farm land is going to make a hardship on later generations as the population is increasing so fast, that within a few years we are going to need every foot of good land we of the United States owns.

Please give this your immediate attention. We understand you are the one that handles this, and all correspondence to the State Road Commission at Salem.

Name	Address
Frances Fitzsimmons	Weston, Ore.
Glen Cummings Out going Pres. Chamber of Commerce	Weston, Ore.
George Robert Winn	Weston, Ore.
Marvill Sheard	Athena, Ore.
Carl Sheard	Athena, Ore.
Verra Storkstill	Athena, Ore.
J. C. Price	Weston, Ore.
Earl Dudley	Athena, Ore.
Harold Barnett	Athena-Pendleton, Ore.

This information was not entered at the hearing.

COPY

Pux 433

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

[illegible] 61

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct a crossing at grade of the tracks)
of Oregon-Washington Railroad & Navigation)
Company, Union Pacific Railroad Company,)
Lessee, known as the ATHENA (East) COUNTY)
ROAD GRADE CROSSING project, in the South-)
west quarter of the Southeast quarter (SW¼)
SE¼) of Section 10, Township 4 North, Range)
35 East, W.M., in Umatilla County, Oregon.)

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.020.

III

That Petitioner proposes the construction of a revised location of the Oregon-Washington Highway, being State Highway No. 8, between Athena and the Blue Mountain Railroad Station, and as a part thereof it will be necessary to construct a ramp connection between an existing county road and the revised location of the state highway. That in connection with the construction of said ramp connection it will be necessary and desirable to construct a crossing at grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Sheets Nos. 1, 2A, 8 and 8A of the Athena-Blue Mountain Station Section plans, attached hereto and by this reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic on the railroad and on the proposed ramp connection.

V

That the annual average daily traffic using the ramp connection will be 100 vehicles, subject to normal annual increases, and that traffic on the railroad is an average of 2 train movements per day.

VI

That the grade of the ramp connection approaching the railroad from the west is an ascending grade of 2.9% and the grade approaching the crossing from the east is a level grade, which grades are connected by a 200' vertical curve.

VII

That the sight distances are as follows:

	Sight Distance on Railroad	
Point on Ramp Connection	South	North
500 Feet West of Crossing	220 Feet	1250 Feet
50 Feet West of Crossing	600 Feet	2000 Feet
50 Feet East of Crossing	3100 Feet	2000 Feet
Point on North Leg of Ramp Connection		
500 Feet Northeast of Crossing	650 Feet	1600 Feet
Point on New County Road East of Railroad		
500 Feet South of Crossing	350 Feet	250 Feet

VIII

That the Petitioner proposes that the construction and maintenance of the crossing be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed ramp connection and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Roads Administration under date of October 3, 1958, and amendments and supplements thereto.

(c) Provide, install and maintain standard advance warning signs on the highway.

(d) Maintain the ramp connection easterly from the westerly railroad right of way boundary, including that portion between the rails, and other highway facilities after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signals and communication lines to protect the same during construction.

(d) Subject to reimbursement under federal regulations, furnish and install two Commissioner's Standard 1-R reflectorized cross-buck signs at appropriate locations on each side of the railroad track and railroad whistle posts in advance of the crossing.

(e) At its own cost and expense provide and install preservative treated ties, ballast and headers or guardrails for the retention of highway pavement.

(f) At its own cost and expense maintain the railroad ties, rails, ballast, signs and other railroad facilities after construction of the project.

IX

That the proposed crossing is in the Southwest quarter of the Southeast quarter (SW$\frac{1}{4}$ SE$\frac{1}{4}$) of Section 10, Township 4 North, Range 35 East, in Umatilla County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 9th day of May, 1961.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

J. W. DeSOUZA
Assistant Counsel

By______________________________
GLEN V. SORENSEN - Staff Attorney

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[illegible]

Salem, Oregon
April 13, 1961

Athena-Blue Mt. Station Section
Oregon-Washington Highway
Umatilla County

Mr. J. W. DeSouza

The State proposes to reconstruct the Oregon-Washington Highway between Athena and Milton. The section now to be put under contract is called the Athena-Blue Mt. Station Section. This section involves an undercrossing of the Union Pacific tracks and an overcrossing of their tracks. In connection with the overcrossing, we will establish a new grade crossing of their tracks by a county road which is being relocated. I am enclosing herewith a copy of a letter from Mr. Merchant giving details on the undercrossing of the Union Pacific tracks. The following has to do with the overcrossing and the establishing of the grade crossing by the county road:

The overcrossing of the Union Pacific tracks is in the SW¼ of the SE¼ of Section 10, T. 4 North, Range 35 East. The Railroad Station at the intersection of the railroad and the highway centerline is 338+21.8. The Highway Station is at 1065+16.43. Both highway and railroad are on tangent. The angle of intersection is 43° 7' in the southwest quadrant. The grade line of the railroad at the point of crossing is on approximately 1.25% ascending toward the north. The highway is on a 2,300' vertical curve and approximates 2% at the crossing site. The vertical curve connects a tangent ascending at 5.26% from the south and descending at 2.66% to the north. I attach two copies of Drawing No. 16328, which is a vicinity map for the crossing.

The structure will consist of a reinforced concrete viaduct 374' in length, which will cross over the railroad tracks in the third span from the west and over the Weston-Elgin Secondary Highway in the fifth span from the west. The structure will have a 58" roadway without sidewalks but with a 1' 6" safety curb and a concrete rail. It provides clearances over the railroad track of 18' 1¼" on the west and 21' 7½" on the east with a vertical clearance of 24' 0". During construction it will be necessary to impair the vertical clearance to 22' 0", which impairment will be removed upon completion of the project. The details of the structure are shown on Drawing No. 8929-A, two copies of which are attached.

The estimated highway traffic at the crossing is 2,000 ADT. The Railroad operates two trains per day, both being slow-moving freight trains. Because of the heavy highway traffic and the topography at the site, it is not practicable or advisable to install a grade crossing by the main highway.

It is proposed that the State design, construct and supervise, at State cost, the entire project, and that they reimburse the Railroad Company for all necessary costs incurred by them which are authorized by PPM 30-3. At the conclusion of the work, the State will maintain the highway structure in its entirety and all other highway facilities. It is proposed that the Railroad Company remove and restore its right-of-way fences, that they protect their telegraph and signal lines during construction, and that they provide such watchman and flagman services as our necessary to protect their operation, cost for these services to be reimbursed by the State upon proper billing by the Railroad. The Railroad should also be required to grant an easement across their tracks and right of way for a width of 120 feet, being 60 feet on each side of the highway centerline.

In this same project, it is necessary that we relocate a county road now extending from Weston to Milton, which county road crosses the location of our new highway at approximately Station 1059+50. This county road will be relocated northerly of the new highway and will cross the railroad tracks at grade northerly of our overcrossing structure. The location of the grade crossing is in the SW¼ of the SE¼ of Section 10, T. 4 North, Range 35 East, and is at Railroad Station 335+79.6 and Highway Station WC 64+07.20. The angle of intersection is 90°. The location of the crossing is shown on Sheet No. 8 of the plans for the Athena-Blue Mt. Station Section, two copies of which are attached.

The railroad is on a grade approximating 1.25% ascending toward the north. The grade of the county road across the railroad track is level. The grade of the county road approaching from the east is on 2.9% ascending toward the east and connected with the level section across the tracks by a 200' vertical curve. To the east of the tracks, the county road descends on a 0.4% grade to connect with the Weston-Elgin Secondary Highway. Details of the grade lines are shown on Sheet No. 8-A of the plans for the Athena-Blue Mountain Station Section, two copies of which are attached. The railroad crossing will be improved to a surfaced width of 20' with 4' shoulders on each side, making a total width of 28'. A cross-section of the crossing is shown on Sheet No. 2-A of the plans for the Athena-Blue Mountain Station Section, two copies of which are attached.

It is estimated that the vehicular traffic across the crossing will be 100 ADT. There are two trains per day operating, both being show freight trains. The sight distances from points on the county road and on the legs of the interchange connecting the Weston-Elgin Secondary Highway with the main highway are as follows:

Sight Distances Along Railroad From Points On County Road

Location of Point	Sight Distance
500' West of Crossing	220' South - 1250' North
50' " " "	600' " - 2000' "
500' South of Crossing	2700' " - 1200' "
50' " " "	3100' " - 2000' "

From Points on South Leg of Interchange

Location of Point	Sight Distance
500' East of Crossing	350' South - 250' North

From Points on North Leg of Interchange

Location of Point	Sight Distance
500' East of Crossing	650' South - 1600" North

The county road which is being relocated now extends across the railroad tracks at a point approximately 2400' south of the grade crossing which we propose to install. This crossing is to remain open as it is necessary to serve the property lying to the south of our new highway and to the west of the railroad tracks. The existing county road will be closed at each side of the new highway. Because of the small volume of highway traffic and railroad traffic, it is not believed that signalization is necessary. Sight distances, while not perfect, are, in general, reasonably good. It is, therefore, proposed that the crossing be protected by reflectorized cross-bucks. The grade crossing does not permit the elimination of any existing crossings, and the State must bear all costs in connection with the project except for the preparation of the Railroad Company's ties and ballast to receive surfacing and the providing of headers to retain the pavement along the inside of the rails. The State will do the grading and surfacing of the crossing under contract to be entered into by the State and will reimburse the Railroad Company for all necessary costs in connection therewith which are authorized by PPM 30-3. The Railroad Company should, at its own cost, prepare its ties, tracks and ballast to receive the paving. At the completion of the project, the State will maintain the surfacing of the crossing across the railroad right of way to the westerly right-of-way line. It is proposed that Umatilla County accept jurisdiction for maintenance of the relocated county road from the westerly railroad line westerly to a connection with the existing county road. The Railroad should, at its own cost, maintain its tracks, ties and ballast and all other railroad facilities. Should it become necessary to revise the signal and telegraph lines at the crossing, the Railroad should do so with its own crews at the cost of the State.

It would be appreciated if you would make the necessary application to the undercrossing structure detailed in Mr. Merchant's letter and for the overcrossing structure and grade crossing described above.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 7, 1961

SUBJECT: PUC Petition
Oregon-Washington Highway Undercrossing of the UPRR
Athena-Blue Mountain Section
Bridge No. 8928

To:

Mr. J. W. DeSouza
Assistant Counsel
OFFICE

The Highway Department proposes to reconstruct a portion of the Oregon-Washington Highway north and west of Athena known as the Athena-Blue Mountain Section in Umatilla County. In connection with this reconstruction an undercrossing of the Union Pacific Railroad will be required.

Sheet No 2A, Athena - Blue Mountain [illegible]

I am attaching two prints each of our Drawing Nos. 8928-A, and 16326, being the plan and elevation, and vicinity map, respectively, for the proposed undercrossing.

Section of Railroad Shoofly

The proposed undercrossing is in the NW¼ of Section 15, T. 4 N., R. 35, East, W.M. A portion of the shoofly will lie in Section 16. The highway center line intersects the railroad center line at ℄ Station 1029+06.85 equals Railroad Station 399+48.52 P.O.C. The intersection angle between the highway center line and a tangent to the railroad curve is 91°55'30".

The proposed highway consists of a 4' median, 4-12' travel lanes with 10' shoulders on each side. The proposed structure is a through plate girder with a ballasted deck as indicated on Drawing No. 8928-A.

Clearances equal to or in excess of the minimum Public Utilities Commission requirements will be provided on the girder structure.

At the point of the crossing the finish grade of the highway will be a descending grade of 4.95% to the northeast, and with the railroad on a descending grade of approximately 0.6% to the north.

The proposed construction is on the Oregon-Washington Highway which is a primary State highway. Funds for the construction will be provided by the Highway Department from State and Federal funds, and the Railroad will be reimbursed for its expenses in the construction which are reimbursable under PPM30-3 with amendments and supplements thereto.

During the construction period the State will do the following work.

1. Prepare plans, specifications, award a contract, and supervise construction of the structure, the railroad shoofly, and the highway construction on the Railroad right-of-way.

2. The State will prepare a railroad shoofly as indicated on Drawing No. 16326 in plan and section up to the railroad subgrade.

~~3. After the construction period the State will remove any fill made during the railroad shoofly construction, and restore these areas to their original elevations.~~

8. Upon completion of the project the State will maintain the highway and other facilities at its expense.

Things to be done by the Railroad.

1. Remove and replace right-of-way fences as required.

2. Lay the track, ties, and ballast for the shoofly construction. Remove the ~~same~~ track and ties after completion of the project, and give the State credit for materials that are salvageable.

3. Remove the Railroad communication line during the construction period, and reinstall same in permanent location upon the completion of the project.

4. Furnish engineering, watchman, and flagman services to protect its interest during the construction period.

5. Upon the completion of the Railroad structure, furnish and install track, ties, and ballast.

6. Upon completion of the construction, maintain the Railroad structure and other railroad facilities at its own cost and expense.

Upon the completion of the project it is estimated that there will be an average daily traffic of 2,000 vehicles per day at the site of the crossing. There are two train movements per day at this location.

Will you please prepare a petition for a Public Utilities Commission hearing for this project.

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

RECEIVED
MAR 23 1961
FOR FILING
F-170(17)

SUGGESTED DRAFT OF REPLY

March 23, 1961

Mrs. Frances Fitzsimmons
The Backward S Ranch
Weston, Oregon

Dear Mrs. Fitzsimmons:

Upon receipt of your letter of March 14 in which you refer to the relocation of the Oregon-Washington Highway in the vicinity of Weston, I had an investigation made and find that the Highway Commission and its engineers had studied various routes and connections in the area. After holding a public hearing, the Commission decided that the greatest good for the greatest number of people could be achieved by constructing the route which bypasses the town of Weston to the north. It was brought out at the hearing that in order to adequately serve the city of Weston and to make a connection with the Weston-Elgin Highway it would be necessary to construct a short connecting road northerly of Weston. This the Commission has ordered done.

While I realize that any major highway project such as the one to which you refer does damage certain individuals, the Highway Commission is required by law to justly compensate owners involved for the taking of land and for damages occasioned by the taking. I am sure that you will be fairly treated in your right-of-way negotiations.

The Oregon-Washington Highway carries quite heavy traffic which is subject to seasonal peaks during pea harvest. The Commission's policy is to reconstruct roads of this type to a high standard of grade and alignment and to shorten distances wherever feasible. This it is attempting to do in the Athena-Weston area. This highway is a federal-aid primary highway, and 60 per cent of the funds for construction will be furnished by the Federal Government.

I know that this matter is disturbing to you but feel that you will be justly compensated and that the construction of a modern highway such as the one proposed by the Commission will be a definite asset to the State of Oregon as a whole as well as to the local people who will use it.

March 22, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I write this as general background material on the matter brought up in Mrs. Frances Fitzsimmons' letter to you dated March 14.

As a part of the highway improvement plan, the Highway Commission ordered improvement of the Oregon-Washington Highway between Athena and Milton-Freewater in Umatilla County. Investigations and surveys were made, and construction has been completed on a section from a point a little northerly of Weston to Milton-Freewater. This unit is now open for travel. Two general proposals were studied on the section between Athena and Weston—one to improve the existing route through Weston and another to bypass Weston approximately a mile to the north.

As a result of our studies and surveys, it was determined that the route which would do the most good for the greatest number of people was the bypass route, and the Commission adopted this route after first going through all of the necessary procedures, including a public hearing. As might be expected, there were two schools of thought; one favoring improvement of the existing route and the other favoring the bypass. As a result of the hearing, most of the objections to the bypass route were answered by the construction of a short access road northerly of Weston.

Mrs. Frances Fitzsimmons, who owns property in the area, has objected to the location and has written several letters to the Highway Department. We have been told that letters have been sent to Senator Wayne Morse, Representative Al Ullman, and Representative John A. Blatnik of Minnesota, who heads the Congressional Interstate Highway Investigating Committee. Mrs. Fitzsimmons has also solicited other local support.

We have restudied our proposals and feel that our judgment is correct and that we should proceed to build a modern, adequate highway which will best serve the needs of the traveling public in the area.

March 22, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

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We have restudied our proposals and feel that our judgment is correct and that we should proceed to build a modern, adequate highway which will best serve the needs of the traveling public in the area.

The reconstruction proposed by the Highway Commission has the support of the Milton-Freewater Chamber of Commerce, the Umatilla County Court, the Athena Chamber of Commerce, and others in the area. Money has been allocated by the Highway Commission, and we feel that it is in the public interest to proceed.

I am attaching a suggested draft of a reply for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

Enclosure

cc Forrest Cooper
Tom Edwards

The Backward S Ranch, Weston, Oregon
Mrs. Frances Fitzsimmons

March, 14, 1961

Govenor Mark Hatfield
Capitol Building
Salem, Oregon

Dear Sir:

I have been advised to write to you, asking for your intersession on the subject of a protion of highway between Milton-Freewater and Pendleton, called highway 11. We are given to understand there is no Federal money allocated for this road so it is not a part of the Interstate highway system, but a secondary road.

There is a group of serious problems to we farmers here that could be eliminated to a great extent; if there was cooperation between the Highway Commission and our needs. We all want good roads, but we feel they need not be bought at the loss to our towns, and our farm lands, which is our way of life.

We have had a hearing which did no good what ever. We have contacted different groups, but it seems the solution has to come from you.

There are other routes that can be taken without such a loss to our valuable farm land, as this survey is causing. Also, these other routes,there are at least two; can be built for hundreds of thousands of dollars less than this proposed route, and also cost thousands of dollars less in annual up-keep.

We will be most grateful if you will give this your attention, and consider our problems,to help us arrive at a more attractive route to us all.

We would like to receive a letter from you as soon as possible, designating your cooperation in this matter. It is most pertinent to us here.

Most sincerely,

RECEIVED
MAR 23 1961
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
March 22, 1961

SUBJECT: Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Umatilla County

To: Mr. K. A. Chatwood
Right of Way Supervisor
State Highway Department
La Grande, Oregon

Mr. Cooper advised me today by telephone that he will go a step further than the deadlines for crop harvest which we established in our conversation yesterday.

He is willing to take options on this line which will stipulate flatly that the owner is entitled to harvest the 1961 crop of peas or wheat.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. Tom Edwards

wcw

NOTED

RECEIVED
1961
OFFICE OF
ENGINEER

RECEIVED
MAR 21 1961
FOR FILING

F-171 ([illegible])

[illegible]

March 20, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Didier

Dear Sir:

Reference is made to your letter of March 17 concerning right-of-way descriptions on the Athena-Blue Mountain Section of the Oregon-Washington Highway.

Apparently the positions of the right-of-way lines as shown on the right-of-way map attached to my letter of March 9 were not correct. The bridge vicinity maps submitted with Mr. Merchant's letter of December 1 more correctly show the positions of these section lines.

The easement which I sent you for Parcel No. 1 will still be applicable if you cancel out the words "and the SE¼ of NE¼ of Section 16". The intersection of the railroad and highway centerlines is correct, and having these data, you should be able to write the proper description.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 17, 1961

(File Ref. D 315 - 2 - 102)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of March 9th regarding railroad grade separations on the Athena - Blue Mountain Section of Oregon-Washington Highway, Bridge Nos. 8928 and 8929 in Umatilla County near Weston, Oregon:

The description for area covered by easement as described in Parcel No. 1, attached to above-mentioned letter, required for construction of Bridge No. 8928, indicates that parcel of land will extend into both Sections 15 and 16. Drawing No. 16326 received with Mr. Merchant's letter of December 1, 1960, indicates that entire area to be covered by easement is all within the limits of Section 15. Railroad's maps also indicate that the area will be within the limits of Section 15.

Will appreciate if you would have this matter checked and, for your information, I am attaching print of Railroad's right-of-way map in this area, on which is platted the location of the proposed highway and showing a tie from Railroad's track to Section Corner Common to Sections 9, 10, 15 and 16.

Yours very truly,

G H Baker
G. H. Baker,
Superintendent

enc.

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OREGON
STATE HIGHWAY COMMISSION

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ENGINEER

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MAR 23 1961
FORM E-30X 50M 7-60 29396

FOR FILING
F-176 (19)

Mr. Cooper

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1961

SUBJECT: Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Umatilla County

To:

Memo to the File

Negotiation on this project is a rocky road.

No owner is willing to consider our evaluation of crop damages as just compensation. Our approach is to pay only for seed, labor, fertilizer, and other cost to the owner.

On last year's project, the contractor harvested a portion of the grain crop; and certain of the people under condemnation harvested their own crop, which left bad relations with all.

We have consulted today with Mr. Barbee and have determined that, under present programming, wherever negotiation is possible, we shall be able to leave the owner in possession of pea land until the completion of harvest or in no event later than July 1; the owner of wheat land, until completion of harvest if completed prior to August 1.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. Tom Edwards

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OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
MAR 10 1961
FOR FILING

F-170(17)

[illegible] 1

March 9, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Athena-Blue Mountain
Station Section
Oregon-Washington Highway
Umatilla County

Attention: Mr. Didier

Dear Sir:

Herewith are two copies of a section of our right-of-way map for the Athena-Blue Mountain Station Section of the Oregon-Washington Highway in Umatilla County. This section shows the overcrossing of your tracks near your Station 338 and the undercrossing of your tracks near your Station 399+50. I am also sending two prints each from Sheets Nos. 7 and 8 of the preliminary plans for this highway section. On Sheet No. 7 is shown the undercrossing of your tracks, and Sheet No. 8 shows the overcrossing at the Weston Interchange.

I also attach two copies of descriptions for easements at these two locations which have been prepared by our Right of Way Division. In Parcel No. 1 of these descriptions covering the undercrossing, which is shown in detail on Sheet No. 7 of the plans, we have not described the temporary construction easement covering the grading of the shoofly line. If you wish this covered by a description, sufficient data is shown on Sheet No. 7 for your purposes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

FORM E-30 80M 2-60 28118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1961

SUBJECT: File 32481 - U. P. R. R. Company
Athena-Blue Mountain Station Section
Oregon-Washington Highway
Umatilla County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 copies of descriptions, dated January 19, 1961, concerning easements which are required from the Union Pacific Railroad Company, on the subject section.

It is our understanding that the Bridge Division maps will be used in conjunction with these descriptions.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. W. T. Wright

RECEIVED
JAN 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

Union Pacific Railroad
Athena-Blue Mountain Station Section
Umatilla County

File No. 32481
HRS 1-19-61
8B-10-25
Oregon-Washington Highway

Permanent Easement for Railroad Crossing, Structure Crossing and Connection Road

Parcel No. 1 A permanent easement for a Railroad Crossing, over or on the following described parcel, to wit:

A parcel of land lying in the SW¼NW¼ of Section 15 and the SE¼NE¼ of Section 16, Township 4 North, Range 35 East, W.M., Umatilla County, Oregon, the said parcel being that portion of the Union Pacific Railroad right of way lying in said subdivisions included in a strip of land 170 feet in width, 90 feet on the Northwesterly side and 80 feet on the Southeasterly side of the center line of the Oregon-Washington Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1025+00, said Station being 4417.60 feet South and 5301.33 feet West of the East quarter corner of Section 10, Township 4 North, Range 35 East, W.M.; thence North 54° 55' 30" East, 1,000 feet to Station 1035+00.

Said Highway center line crosses the center line of said Railroad at Highway Station 1029+06.85 equals Railroad Station 399+48.5.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.39 acre.

Parcel No. 2 A permanent easement for a Structure Crossing and Connection Road, over or on the following described parcel, to wit:

A parcel of land lying in the SW¼SE¼ of Section 10, Township 4 North, Range 35 East, W.M., Umatilla County, Oregon; the said parcel being described as follows:

Beginning on the center line of the main track of the Union Pacific Railroad Company at Engineer's Station 335+00, said Station being 1794.6 feet South and 1948.4 feet West of the East quarter corner of Section 10, Township 4 North, Range 35 East, W.M.; thence at right angles to said center line North 78° 11' 30" West, a distance of 50 feet to the Westerly right of way line of said Union Pacific Railroad and the true point of beginning; thence South 11° 48' 30" West, along said right of way line, 521.5 feet to a point opposite Station 340+21.5 on the center line of said Railroad, said last mentioned point also being on a line which is parallel to and 100 feet Southerly of the center line of the relocated Oregon-Washington Highway; thence North 54° 55' 30" East parallel to said Highway center line 146.30 feet to the Easterly right of way line of said Union Pacific Railroad opposite Station 339+14.7 on the center line of said Railroad; thence North 11° 48' 30" East, along said right of way line 414.7 feet to a point opposite Station 335+00 on said Railroad center line; thence at right angles to said center line North 78° 11' 30" West, 100 feet to the true point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.07 acres.

pkl/lw

December 1, 1960

Union Pacific Railroad Company
2520 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. M. Baker
Superintendent

Gentlemen:

Re: R.R. Grade Separations
Athena-Blue Mountain Section
Oregon-Washington Highway
Bridge Nos. 8928 and 8929

Enclosed please find four prints each of our Drawing Nos. 16325, 26, 27, 28, and three prints of a sketch map, scale of 1"=1600' dated September 1960.

The vicinity maps cover a revised section of the Oregon-Washington Highway known as the Athena-Blue Mountain Section. As indicated on the small scale map sent you this revised highway section crosses the O.W. Railroad and Navigation Company line at two places. Drawing Nos. 16325 and 326 cover vicinity maps for an undercrossing of your tracks at Railroad Station 399+48.5 equals Highway Station L1029+06.86. It is our intention to carry the railroad across the depressed highway at this point on a ballasted deck half-through plate girder span on concrete abutments. The span would be approximately 80' center-to-center of bearings, and standard horizontal clearances would be provided for a single track. Will you please advise us as to the railroad loading that should be used in the design of this structure.

Drawing No. 16325 indicates the top of cut bank and from this drawing it would be anticipated that a 170' easement across your right of way would be required;90' on the northwesterly side of the highway center line, and 80' on the southeasterly side.

Drawing Nos. 16327 and 28 indicate the proposed construction at the Weston Interchange. This construction involves a relocation of the county road running north out of Weston and presently crossing your tracks to a new location parallel to and southeasterly of your tracks and the relocation of a county road to a location parallel with the proposed highway construction and a grade crossing of your track approximately 110' northeasterly from the new highway intersection. The Oregon-Washington Highway would be carried over your tracks and the relocated county road.

Because of the sight distance involved it will be necessary for us to span your track, the area between the track and the relocated county road southeasterly of your track and the relocated county road. To keep the length of this span to a minimum it would be very desirable from our standpoint to have space for offtrack maintenance on the westerly side of your track through this area.

Upon receipt of your statement as to the needs of offtrack maintenance we will proceed to lay out the span arrangements for this structure and at that time will be able to furnish you with easement requirements.

Will you please make a study of these two crossings and advise us as to your need for offtrack maintenance at the Weston Interchange, and other pertinent features which may be required in the construction of the two projects.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. [illegible] M. Brown
Mr. G. S. Paxson
Mr. Floyd Scott

RECEIVED
MAR 15 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 13, 1961

Ref. File: D315-2-102

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Railroad Crossings
Athena-Blue Mountain Section
Oregon-Washington Highway
Bridge Nos. 8928, 8929

Enclosed please find four prints each of our Drawing Nos. 8928-A, 16325, Sheet Nos. 2-A and 7, covering details of the proposed undercrossing at Railroad Station 399+48.52 on the subject section.

Drawing No. 8928-A covers the layout of the structure that we propose to build to carry your tracks across the depressed highway. This structure has been laid out for standard single track clearances and will be designed for Cooper E-60 loading in line with your letter of February 1.

Drawing No. 16325 is the vicinity map for the proposed crossing, and will be used in the PUC hearing as will Drawing No. 8928-A. Sheet Nos. 2-A and 7 are drawings from the grading plans which indicate the shoofly alignment and section. I believe these are in line with the sketch which you returned with your letter of February 1.

Also, enclosed are four prints each of our Drawing Nos. 8929-A and 16328, the plan and elevation drawings and vicinity map, respectively, for the proposed overcrossing of your tracks at the Weston Interchange. The structure has been arranged to provide for an 18' offtrack maintenance space on the easterly side of your track with no provision for additional trackage.

As you will note in the clearance diagram it will be necessary to impair the clearance during construction to 22'. The sketch map on Drawing No. 8929-A and Drawing No. 16328 indicate the realignment of the road easterly from your track, and the establishment of a grade crossing immediately north of the Oregon-Washington Highway overcrossing structure.

NOTED
C. S. [illegible]

A PUC hearing will be requested in the very near future for these projects.

Will you please return one print each of the enclosed prints with your approval or comments noted.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. G. S. Paxson-w/ att.
Mr. R. M. Brown

RECEIVED
MAR 1 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Paxson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

[illegible] AVE.
PORTLAND 17, OREGON

FEBRUARY 1, 1961

Ref. File D 315 - 2 - 102

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Referring to your letter of January 5th and previous correspondence regarding railroad grade separations on Athena - Blue Mountain Section of Oregon-Washington Highway, Bridges Nos. 8928 and 8929 (Railroad Mile Posts 20.67 and 21.78) near Weston, Oregon:

The prints received with your letter of January 5th have been forwarded to our Management for consideration of layout at Bridge 8929 as now revised.

With regard to your letter of December 1st and with particular reference to the proposed undercrossing at Railroad Station 399+48.5, Highway Station L 1029+06.85, wish to advise that the structure should be designed for Cooper E-60 live load.

Also for your use in preparing layout, am attaching 1 print showing proposed shoofly.

Copy to Frank Hall

Yours very truly,

G. H. Baker,
Superintendent

enc.

RECEIVED
FEB 28 1961
FORM E-30X 50M 2-60 26119
FOR FILING

F-176(17)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 10, 1961

SUBJECT: Access to Weston

To:

Mr. Tom Edwards
Construction Engineer
Salem

Pursuant to Mr. Wolfe's request Mr. Chatwood of the Right of Way Department and myself contacted the property owners adjacent to our proposed access to Weston; this is the connection with the Athena-Blue Mt., proposed new highway.

The following named people were contacted personally; Mr. L. I. O'Harra, Mr. W. Beemer, Mr. H. Gilliland, Mr. F. E. Lamb of the Lamb-Weston Company who has purchased the Newell property, and Mr. Clinton McIntosh, one of the members of the estate owning property easterly from the proposed access; also Mr. Wm. M. McCullough, City Recorder for the City of Weston. None of these people objected to the proposed improvement.

Mr. O'Harra, Mr. Beemer and Mr. Gilliland wonder why the highway could not be moved easterly in order to take less of their front yards. They were advised that consideration would be given to their request.

Mr. Lamb and Mr. McIntosh did not object to the proposed location. Mr. Beemer, Mr. O'Harra and Mr. Gilliland expressed the desire that the taking in front of their houses be kept to a minimum. Everyone was of the opinion that a public hearing was not necessary.

A. F. Parson
Division Engineer

AFP:gb

cc - Mr. V. Wolfe ✓
Mr. L. I. O'Harra
Mr. W. Beemer
Mr. H. Gilliland
Mr. F. E. Lamb
Mr. C. McIntosh
Mr. Wm. M. McCullough

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 10, 1961

SUBJECT: Access to Weston

To:

Mr. Tom Edwards
Construction Engineer
Salem

Mr. F. E. Lamb advises that they would like to have us cut the corner where the trucks will be turning to go into the Lamb-Weston plant, this is shown in red on the attached sketch. He further advised that Lamb-Weston would be willing to move the house if necessary to accomplish a better turning movement into their plant; this to be done at no cost to the State.

Will you please send us a couple of copies of this proposed entrance.

A. F. Parson
Division Engineer

AFP:gb
cc - V. Wolfe ✓
Mr. F. E. Lamb

NOTED
V D WOLFE

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

170 (17)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

February 2, 1961

Mrs. Frances Fitzsimmons
Backward S Ranch
Weston, Oregon

Dear Mrs. Fitzsimmons:

Several days ago, Senator Loyd Key handed me a copy of a letter written by Judge Kaye under date of September 12, 1960, addressed to the Right of Way Division of the State Highway Department in Salem concerning relocation of Oregon Highway 11. At that time he informed me that the letter, which inquired as to a decision on the route and the source of funds which would be used for the reconstruction, was written in your behalf and that to date no reply had been received.

Subsequently, I inquired of our Assistant Right of Way Engineer and he informed me that the original of this letter had not been received in the Right of Way Division, and a further search of our general files failed to disclose the original of this letter.

The inquiry has been at least partly answered by a reply written by Mr. Floyd Query, Secretary of the Highway Commission, to Judge Kaye on December 15, 1960, in answer to his further inquiry of December 12. Also I note that Mr. Williams replied under date of January 30, 1961, to your letter of January 22 concerning the proposed route.

The purpose of this letter is merely to let you know that the original of Judge Kaye's letter of September 12, 1960, was apparently never received and to answer one question in that letter which has not yet been answered that concerns the source of funds which will be used on this project. The project is financed through the regular Federal-Aid Program which includes approximately 40% State funds and approximately 60% Federal-Aid funds.

I trust that the above will fully answer the questions raised in Judge Kaye's letter of September 12 and explain why an earlier reply was not made.

Very truly yours,

W. C. Williams
State Highway Engineer

R. B. Sipprell
R. B. Sipprell
Director of Permits

RBS:el
cc - Senator Loyd Key
cc - Judge Henry Kaye
bcc - W. C. Williams
bcc - Forrest Cooper
bcc - Tom Edwards

September 12, 1960

State Highway Commission
Right of Way Division
Salem, Oregon.

Re: Oregon Highway # 11
Weston-Athena

Gentlemen:

Early this Spring a hearing was held in the Town of Weston relative to the relocation of the above highway between Weston and Athena. I represented a group of persons objecting to the proposed relocation route.

At this time of the hearing we were advised that the Commission were to take the matter under advisement and we would be informed of the decision at a later date.

We have heard "rumors" of a decision, but there has been no formal notification to me or any person whom I represented of what the Commission decided.

We would like to be so advised. Also, I would request information at this time of the source of the money which will be spent upon this road, if and when, its improvement is undertaken. I would like to know whether or not Federal funds will be available for this road or will be used in its improvement. If in fact such funds will be used, we wish to take this matter up with our Congressional Representatives.

Yours early reply will be appreciated.

Yours truly,

k/

Henry Kaye

(Mrs.) Frances Fitzsimmons
Weston, Ore.

RECEIVED
JAN 31 1961
FOR FILING

F-170 (17)

6009

January 30, 1961

Mrs. Frances Fitzsimmons
Backward 3 Ranch
Weston, Oregon

Dear Mrs. Fitzsimmons:

I write this in answer to your letter of January 22 in which you refer to the Athena-Weston Section of the Oregon-Washington Highway in Umatilla County.

Judge Henry Kaye wrote to us regarding this road on December 12, 1960, and we replied to his letter on December 15, 1960.

The matter of relocation of the Oregon-Washington Highway from Athena to Milton-Freewater was the subject of rather comprehensive studies by the Highway Department over a period of several years. In order that all local groups and citizens could be heard, a public hearing was held in Weston on March 23, 1960. After studying the various proposals and statements made at the hearing, the Highway Commission determined that the route as indicated on the map northerly of Weston was the best and adopted the survey on June 3, 1960.

The Oregon-Washington Highway is a very important part of the highway system which carries heavy traffic and, as such, should be built in the best location commensurate with cost. Adequate connections are being provided, and I believe that when the road is completed it will well serve the motorists and the surrounding area.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper
Tom Edwards

RECEIVED
FEB 1 1961
FORM E-30X 50M 7-60

FOR FILING

F-170 (15)

15 6009

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 27, 1961

SUBJECT: File 32305 - Schrimpf
Athena-Blue Mt. Station Sec.
Oregon-Washington Highway
Umatilla County

To: Mr. Walter T. Wright
Right of Way Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. D.H. Moehring
Ass't Right of Way Engineer

Tuesday I spent some two and one half hours with Mrs. Schrimpf (Fitsimmons). I found her to be very charming, intelligent and well informed. She is determined to have the new right of way at some other location other than on her property. To accomplish this, she has gone to Washington D.C. to enlist the aid of Senator Morse and Representative Ullman. Also Senator Blatnick of Nebraska. These people and others in Washington have promised to help her.

Also she has enlisted the aid of State Representative Stafford Hansel and State Senator Key. During the past weeks she has written numerous letters to the State Highway Commission and she is objecting that she has not had the courtesy of a reply.

I feel that, if we go to condemnation, Mrs. Schrimpf (Fitsimmons) will make a most intelligent, poised and well informed witness.

Enclosed is a copy of my completed appraisal.

JOSEPH A. SHAW
Right of Way Agent

JAS:vm

Enclosure

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JAN 25 1961
FOR FILING

F-176(17)

6009

Salem, Oregon
January 24, 1961

Mr. R. B. Sipprell
Director of Permits
Department

This is in response to our telephone conversation of yesterday concerning a letter written by Mr. Henry Kaye, September 12, 1960, to the State Highway Commission Right of Way Division.

On January 19, 1961 Mr. Moehring forwarded to me a photocopy of Mr. Kaye's letter of September 12 which you handed to him a few days ago. He said he was unable to find the letter in the Legal and Right of Way Division. I had a thorough search made of the General Files and was unable to locate the letter there.

Attached is a copy of Mr. Kaye's letter of December 12 addressed to the State Highway Commission concerning generally the same subjects as mentioned in his letter of September 12. Also attached is a copy of my letter of December 15 in reply to Mr. Kaye.

I have no suggestions to offer as to what became of the letter of September 12. I have notheard from Mr. Kaye since my letter of December 15, so have assumed that it must have answered, at least fairly well, the matters in which he was concerned.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:mb
Encl.
cc: D. H. Moehring

FORM E-30 50M 2-60 26118

AGENDA
JAN 27 1961

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1961

SUBJECT: Letter from
Mr. Henry Kaye

Athena-Blue Mountain
Section
Oregon-Washington Highway
Umatilla County

To: Mr. Floyd Query
Secretary

Office

Attached hereto is a copy of a letter handed to me by Mr. Ralph Sipprell.

You will note that the letter is dated September 12, 1960; I have never seen the original of this letter nor has anyone else in either the Legal or Right of Way Divisions. This copy was given to Mr. Sipprell by Senator Loyd M. Key of the Legislature. The Senator was quite disturbed that the letter had not been answered.

In checking the General File, which I am also attaching, I found that a similar letter was sent to the Highway Commission dated December 12, 1960, and was answered by you on December 15, 1960. The letter of September 12 is essentially the same as the letter of December 12.

Since the questions raised in the letter really have no relation to right of way, I believe it would be advisable for you to transmit a reply. Would you please handle this matter.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments
cc: Mr. Ralph Sipprell

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DEC 20 1961

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F-176 [illegible]

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[illegible] 21
LEGAL DEPT.

Frances Fitzsimmons, Backward S Ranch
Weston, Oregon

January, 22,1961

State Highway Commission
Right of Way Division
Salem , Oregon

REFERRED TO
Cooper
State Highway Engineer

Re. Oregon Highway 11
Weston-Athena

Gentlemen:

Senator Loyd Key and several others have ask to have another survey of this strip of highway.

We have ask for information on what you are planning to do through our Attorney Henry Kaye and others, but to date we have not been informed in any way.

I am sending a copy of a proposed route that all in this community are in favor of. It will save hundreds of thousands of the tax payers dollars, in building and up-keep; and save the mutilation of at least eight farms. It seems to us here that for less than a mile or two minutes driving time at thirty miles an hour, it should be considered.

This would have been sent at an earlier date but we have waited to hear from you.

Yours truly,

Frances Fitzsimmons

RECEIVED
JAN 24 1961
RIGHT OF WAY

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DEC 15 1960
FOR FILING
F-170 [illegible]
[illegible]

December 15, 1960

Hon. Henry Kaye, Judge
District Court of State of Oregon
240 County Courthouse
P. O. Box 131
Pendleton, Oregon

Dear Judge Kaye:

This is in reply to your letter of December 12 concerning the status of the relocation of the Oregon-Washington Highway from Athena to Blue Mountain Station.

As you know, a hearing was held on this subject in Weston on March 23 at which time you spoke. A transcript of the hearing was forwarded to representatives of the public agencies who were present at the hearing and to those who spoke. Our records indicate that a copy was sent to you on April 11, 1960.

The Highway Commission at its meeting on June 3, 1960 adopted a survey for this relocation, and a copy of the survey maps is attached. On July 19 we notified Mr. C. O. Hanlon, Mayor of Athena, Mr. L. E. Snider, Mayor of Weston, and the Umatilla County Court of the Commission's action.

It was originally planned to receive bids for this job in November 1960; however, design difficulties were encountered at Weston which took considerable time to work out to the satisfaction of the City of Weston, the Bureau of Public Roads, and the Highway Department. Those problems were resolved in the late Fall of 1960 but the Department was then confronted by Federal fiscal controls limiting our contracting to certain amounts in each quarter. In his letter of October 11, 1960 to Mr. James F. Busch, President of the Milton-Freewater Chamber of Commerce, Mr. W. C. Williams, State Highway Engineer, indicates that contracting of this project is expected in the Spring of 1961 provided the right of way can be acquired.

I am sorry if we misinterpreted the statements made at the hearing as it was our understanding that those who spoke would be furnished a transcript of the hearing. It is our usual policy when surveys are adopted and projects are advertised for bidding that we notify the city and county officials who are concerned.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
Encls.

DISTRICT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF UMATILLA
ROOM 240, COUNTY COURTHOUSE
P. O. BOX 131
PENDLETON, OREGON

HENRY KAYE
JUDGE

December 12, 1960

State Highway Commission
Salem, Oregon

Re: Weston-Athena Road

Gentlemen:

Early this year I represented a group of people protesting the proposed route of the above road. A hearing was held in Weston at which time we were informed that in due course, we would be advised of the decision of the Commission.

At this time, I have never been advised of the decision of the Commission concerning this road and do not know the present action contemplated by the Commission in connection with the proposed change of route of this road.

None of my clients have been advised, either.

I would appreciate receiving any information that may be available concerning this road.

Yours truly,

Henry Kaye

HK:na

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DEC 14 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 5, 1961

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Railroad Grade Separation
Athena-Blue Mountain Section-Ore.-Wash.Hwy.
Bridge No. 8929

By letter of December 1, I sent you prints of vicinity maps for an undercrossing and an overcrossing of your tracks on the Athena-Blue Mountain Section of the Oregon-Washington Highway.

Drawing Nos. 16327 and 28 are vicinity maps covering the overcrossing known as the Weston Interchange. Since that time a study has been made of this proposed crossing, and a revision in geometric layout has been made.

I am enclosing two prints of a geometric layout indicating the project as it will be constructed. The vicinity maps will be revised and at such time as we submit preliminary structural layout to you, you will be supplied with corrected copies. Will you please disregard the layout as indicated on Drawing Nos. 16327 and 28 sent you on December 1, and use that indicated on the enclosed prints.

May I have an answer from you regarding your requirements for offtrack maintenance, etc., as requested in my letter of December 1, so that we may proceed to lay out the structure as to span arrangements. At such time as the span arrangements have been determined, you will be furnished prints of the same prior to the application for the PUC hearing permit.

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. G. S. Paxson ✓
Mr. R. M. Brown

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FOR [illegible]

FORM E-30X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1960

To:

SUBJECT: Weston Interchange
Athena-Blue Mountain Station Section
Oregon-Washington Hwy - Umatilla Co.

MEMO TO FILES:

On October 24, 1960, the local office of the Bureau of Public Roads finally approved the subject interchange contingent upon the removal of the 20:1 taper and the 100-foot radius in the southeast quodrant of the interchange. This point is so noted on the enclosed map. They insisted that a 55-foot radius be used in place of the 20:1 taper and 100-foot radius. The 55-foot radius has been substituted in order to obtain Bureau of Public Roads' approval.

Gerald K. Attig
Urban Engineer

GKA:jp

cc: Forrest Cooper
J.A. Head

RECEIVED

F-170(9)

December 9, 1960

Oregon State Highway Commission

Gentlemen:

We will reconstruct a section of the Oregon-Washington Highway known as the Athena-Blue Mountain Pass Section. This reconstruction will divert through traffic from a considerable portion of the existing highway within this area. We have conferred with Umatilla County and the Cities of Athena and Weston and have worked out agreements whereby we will abandon to the County and the Cities certain sections of the existing highway.

In making the new connections between the existing secondary highways and the new location of the Oregon-Washington Highway, we propose to extend the Athena-Holdman Secondary Highway No. 334 from its present terminus in the city of Athena easterly along a portion of the original Oregon-Washington Highway to a junction with the new line east of Athena. We will also extend the Weston-Elgin Secondary Highway No. 330 from its present terminus northeast of Weston along a portion of the original Oregon-Washington Highway and a portion of an existing Umatilla county road to a junction with the new highway. We would also extend the Sunnyside-Umapine Secondary Highway No. 332 from its present terminus with the Freewater Highway easterly along a county road to a junction with the new highway north of Milton-Freewater.

There will be an agreement before you at the next Commission meeting setting forth these transfers and rearrangement of highway locations. I would recommend your approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Mr. G. S. Paxson
Mr. C. G. Swenson

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Salem, Oregon
October 21, 1960

Pine Creek & Tributary
Athens-Blue Mountain Section
Oregon-Washington Highway

Mr. George Wills
Rural Design Engineer

The following report deals with the proposed Pine Creek crossing northwest of Weston on the main highway and a proposed crossing of a tributary to Pine Creek on the spur connecting with Weston from Station 1066.

Pine Creek drainage area at the crossing site is about 22.6 square miles. There are no stream gaging records on the stream so discharge estimates are based on testimony of residents and Highway Department personnel and stream gaging records for other streams in the region. Analyzing this data, I have concluded that a discharge of 1,500 c.f.s. would be reasonable for design.

Pine Creek channel in the vicinity of the proposed crossing is meandering in a rather narrow valley. The channel is about 20 feet wide and has a gradient of about one percent. High water marks indicate a depth of flow of about seven feet for an unusual flood. About 100 feet downstream from center line a rock outcrop shows in the west bank and stream bottom. It is possible that rock will be found close to the surface throughout the length of any proposed culvert or channel change.

In addition to the stream crossing, it seems advisable to provide the property owner with access to the land southwest of the intersection of the highway and Pine Creek. This could be accomplished by using a separate short equipment pass just below subgrade elevation, in addition to facilities for handling the creek, or by combining the structures such that normal flows would be restricted to a low-level facility and only exceptional floods would use the equipment structure as an overflow.

In the first instance, a 13-ft. by 15-ft. high equipment pass at about Station 1041 and a double 12-ft. by 10-ft. box culvert in the creek will do the job. The culvert will handle the

1,500 c.f.s. with headwater depth of about 8 feet, or a foot of backwater. The cost of this arrangement would be about $70,000.

The first alternative would be to combine the functions of stream culvert and equipment pass with a 12-ft. by 12-ft. box to handle normal flow and a 13-ft. by 15-ft. equipment pass located five feet higher and shoring part of one wall. This arrangement would result in a headwater depth of nearly 10 feet, or three feet of backwater for the design flood. The cost of this system would be $65,000, approximately.

A second alternative would be to use a bridge over both the stream channel and the access road. A 20-ft. bottom channel with 2:1 side slopes with an adjacent 12-ft. roadbed and bridge end slopes of 1½:1 would require a structure 158 feet in length. The backwater from this arrangement would be negligible and the cost would be about $75,500, allowing a credit of $7,000 for unused embankment and paving.

Turning to the tributary on the spur connection to Weston, the drainage area is about 3.25 square miles and, from testimony as to the operation of the railroad 72-inch concrete pipe downstream from the proposed culvert and the 6-ft. wide by 8-ft. high box culvert upstream through the present highway, it appears that on several occasions in the last 74 years the discharge has approximated 600 c.f.s.

At the present time the railroad pipe acts as a plug for discharges such as this and backs up water submerging the existing 5-ft. by 6-ft. arch type box through the existing gravel road. The same will be true for the proposed culvert. Under these conditions several possible culverts would operate as follows:

Culvert	Head, ft.	Headwater elevation	Cost
7' x 7' box	3	1811.5	$5,000
8' x 8' box	2	1810.5	$6,300
102" cmp	4	1812.5	$7,400

If, at sometime in the future, the capacity of the railroad culvert were increased, the operation of the highway culvert might change to inlet control with the following results:

Culvert	Headwater depth	Headwater elevation
7' x 7' box	10.7	1806.0
8' x 8' box	9.1	1804.4
102" cmp	10.6	1805.9

The owner of the property, upstream from this culvert, did not indicate any particular concern over having water backed up on this bottom land. He did not feel it would be very damaging to his crops nor to the abandoned house and well in the creek bottom.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

cc A. F. Parson

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[illegible] 7

6871

October 11, 1960

Mr. James V. Busch, President
Milton-Freewater Chamber of Commerce
Milton-Freewater, Oregon

Dear Mr. Busch:

Reference is made to your letter of October 3 making inquiry as to the contracting date for the [illegible] Mountain Station Section of the Oregon-Washington Highway.

We previously informed you that we would try to let this job in November of this year; however, subsequent to that time we ran into some design difficulties with our interchange at Weston and it took considerable time to work out the details to the satisfaction of the City of Weston, the Bureau of Public Roads, and the Highway Department. These questions have now been resolved, but we have been confronted by fiscal controls imposed by the Federal Government limiting our contracting to certain amounts each quarter.

Due to the foregoing, we are unable to schedule this job for contracting before the spring of 1961. The intervening time will be spent in purchasing the right of way for this project. Some difficulty is anticipated in this phase of the preparation for contracting, as there are many owners with numerous individual problems.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. [illegible] L. Porter
Mr. Ivan Merchant
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. [illegible] T. Wright
Mr. A. F. Parson

WHERE NATURE FAVORS THE FLAVOR
MILTON-FREEWATER, OREGON

MILTON-FREEWATER

CHAMBER OF COMMERCE

Organized in 1945

MILTON-FREEWATER, OREGON

JAMES BUSCH
President

HOWARD MARTIN
Vice President

MEL BENNETT
Secretary

[illegible]

TOM EDINGER
HERSHEL FULLERTON
CHARLES HEARD
WALT POWELL
FLOYD TRIPLETT
IVAN WHEELER
FRANK AKERS
BOB BRINKER
GLEN GIBBONS
BOB HERNDON
ROSS LEE

October 3, 1960

REFERRED TO Edwards
By State Highway Engineer

Oregon State Highway Commission
State Highway Builder
Salem, Oregon

Gentlemen;

Earlier this year a group from our city appeared before you to encourage the early completion of the Blue Mountain to Athena section of Highway 11.

There is much local interest in this project, and the last work we have is that the bid is planned for November of 1960.

Could you please inform us as to the planned date for bidding on this project.

Sincerely yours,

James F. Busch

James F. Busch, President
Milton-Freewater Chamber of Commerce

JFB/ell

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OCT 5 1960
OREGON
STATE HIGHWAY COMMISSION

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F-170([illegible])
[illegible]

[illegible]

NOTED
W. C. WILLIAMS

ADDENDUM "B" TO LOCATION PROSPECTUS
ATHENA-BLUE MOUNTAIN STATION SECTION
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

The following addendum is submitted to revise the location prospectus concerning the Athena-Blue Mountain Station Section of the Oregon-Washington Highway:

Paragraph 1: Sentence reading "The easterly terminus, etc." Delete the last three words ("...now under construction."). The rest of the paragraph is correct.

Paragraph 2 through 3: Correct as per original prospectus.

Paragraph 4: First and last sentence correct as per original prospectus. Delete the remainder of paragraph and replace with: "Traffic and alignment of the existing facility warrants a Class "A" highway with a maximum grade of 5 per cent and a maximum curvature of 2 degrees, bypassing Athena to approximate Station 1000+00 (which is 1.3 miles westerly of Weston Interchange). The typical section will be two 12-foot lanes with 10-foot shoulders. From approximate Station 1000+00 through the Weston Interchange the typical section will be two 24-foot traveled ways separated by a 4- to 16-foot median and have 10-foot shoulders. From Weston Interchange to the end of the project the typical section will be three 12-foot lanes with 6-foot shoulders on the left and 10-foot shoulders on the right. All shoulders will be paved with 1½ inches of asphaltic concrete. Provision will be made for the purchase of rights of way for future four-laning in the two-lane areas."

Paragraph 5: Sentence reading "Proposed, rise and fall, etc." change the figures to read "781 feet" and "119 degrees". Sentence reading "Saving, rise and fall, etc." change the figures to read "495 feet" and "585 degrees".

Paragraph 6: Delete the entire paragraph and replace with: "This will be a highway with direct access limited as to location, width, and unrestricted to land use. There will be an interchange north of Weston approximate Station 1070+00 and two separated crossings of the O.W.R.&N. Company. Wild Horse Creek, Little Dry Creek and Dry Creek will be bridged by minor structures."

Paragraph 7: Add "The paving will be done in stage construction with a minimum of 1½ inches of asphaltic concrete being applied at a future date when conditions warrant. Subgrade widths will be computed as per G. L. Decker design." Sentence reading "The tentative, etc.," change to read "The approved base design by G. L. Decker is:" The tabulation reading "Bottom Course etc." and "Total" change the figures to read 18" and 23½" respectively. Delete the sentence reading "Base design subject etc.".

Paragraphs 8 through 10: Correct as per original prospectus.

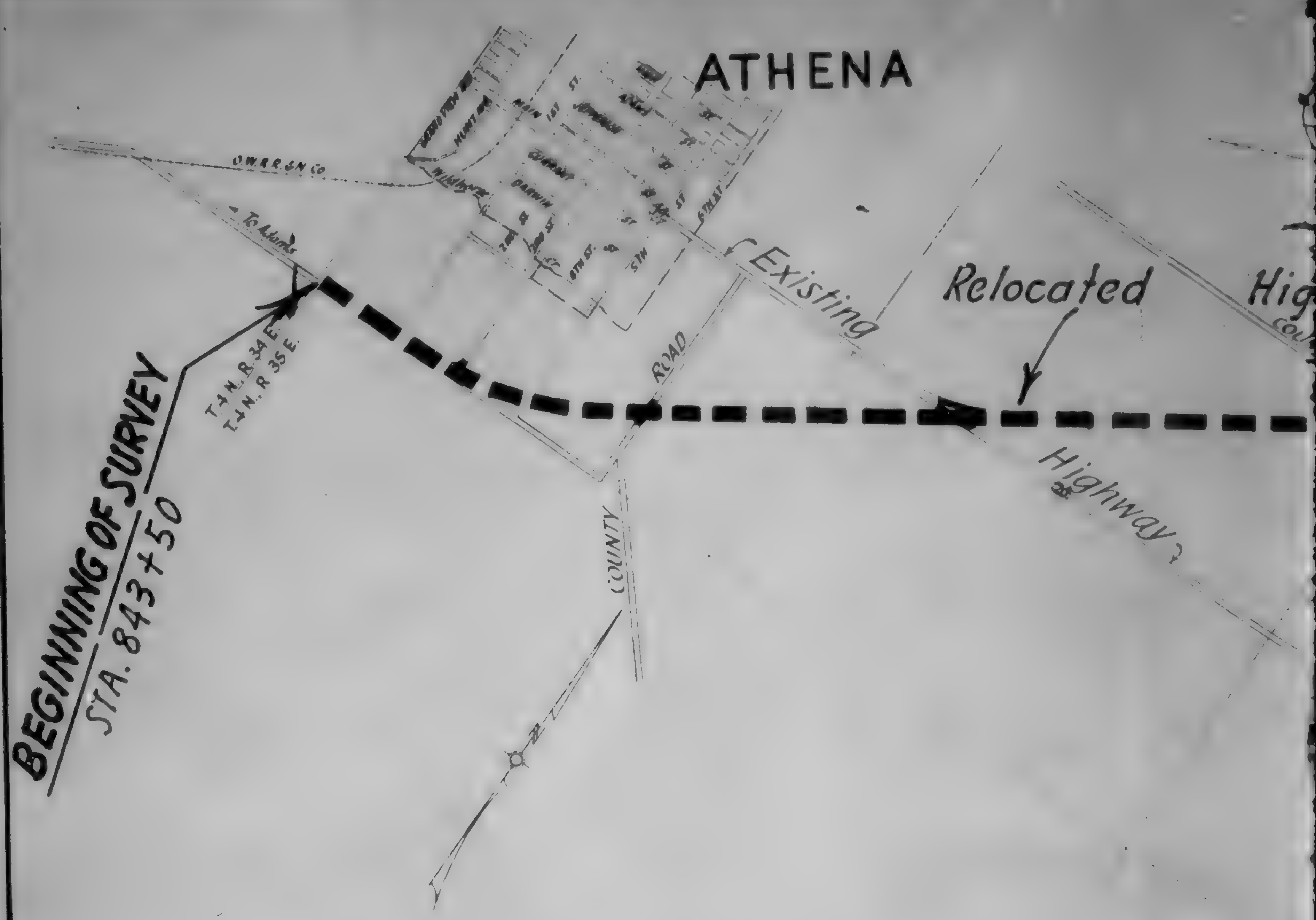
Attachment: Remove and destroy Addendum "A" attachment to original prospectus and replace with attachment to this addendum.

September 27, 1960

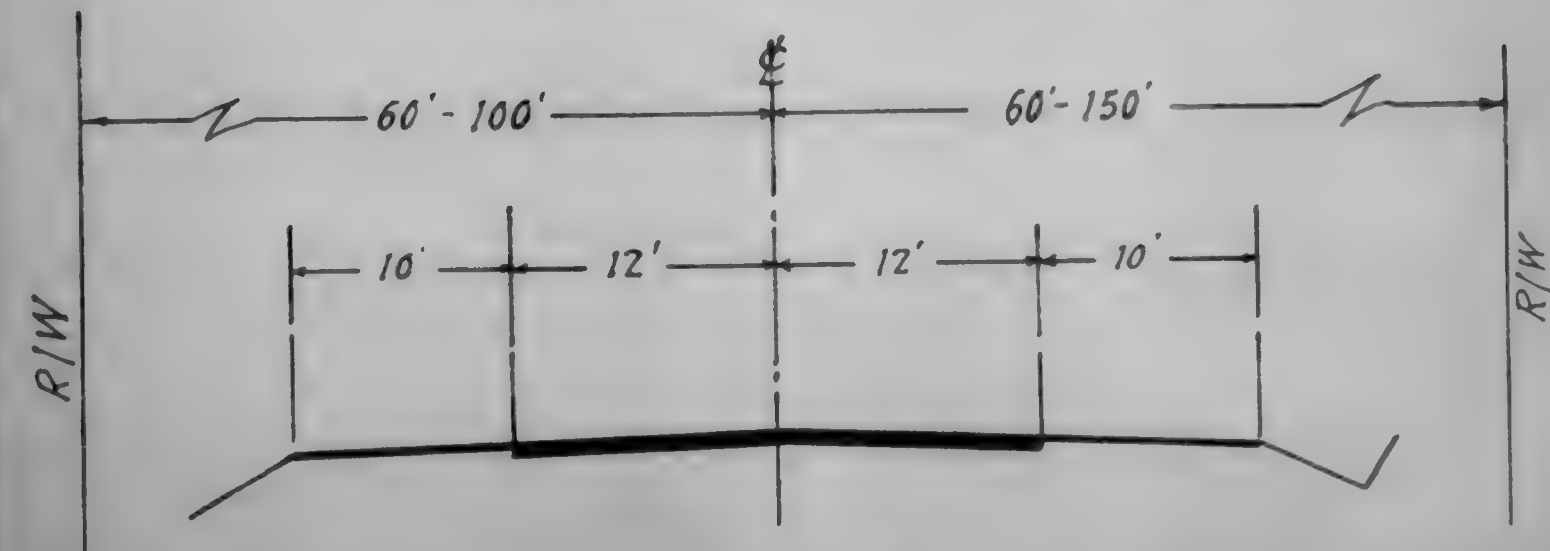
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
30 1960


ATHENA
O.W.R.R.&N.Co.
To Adams
T.4N. R.34E.
T.4N. R.35E.
BEGINNING OF SURVEY
STA. 843+50
Existing
Relocated
Hig
COUNTY
ROAD
Highway

TYPICAL SECTION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12'
12'
10'
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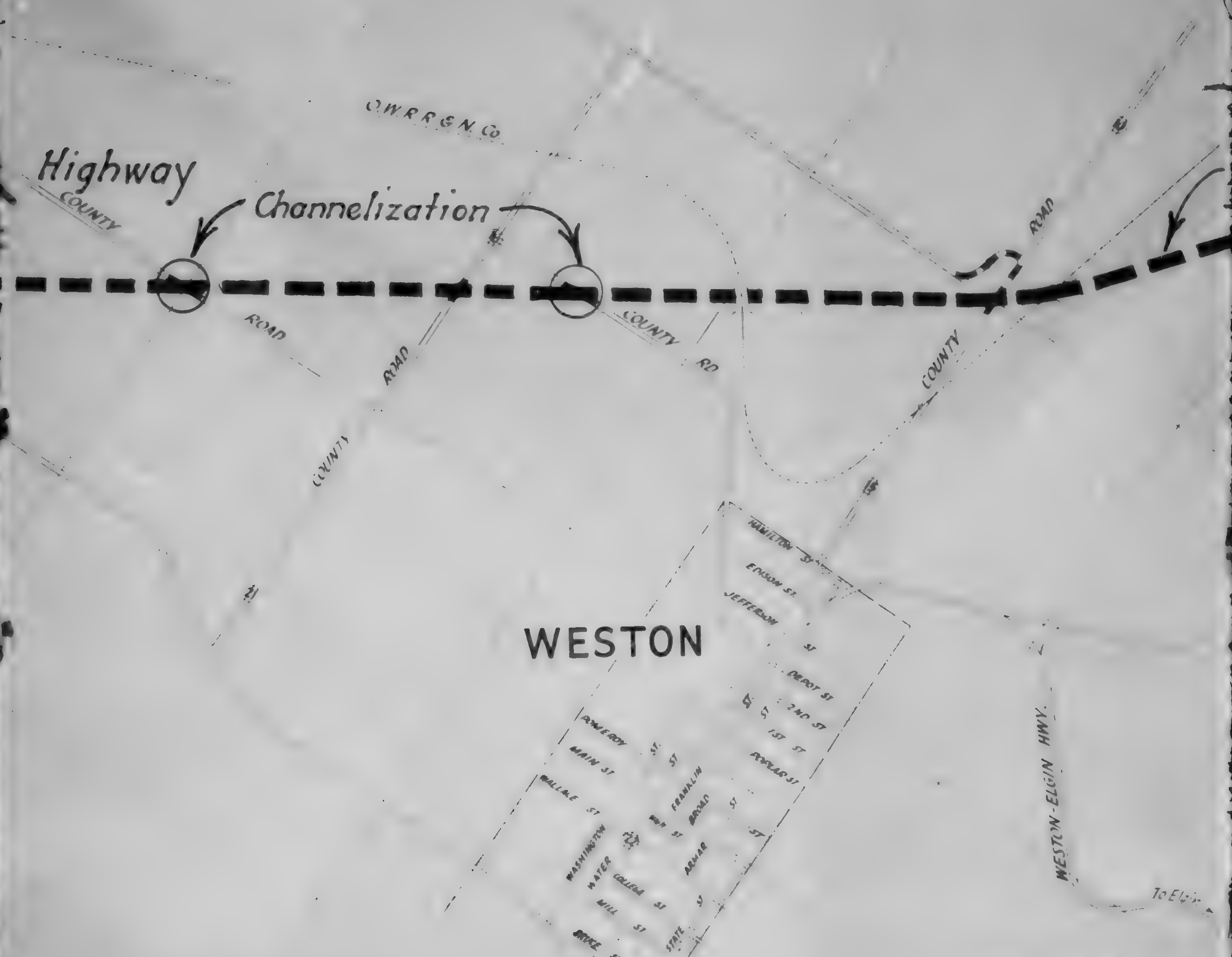
R/W

Note: Climbing Lane to be provided where necessary

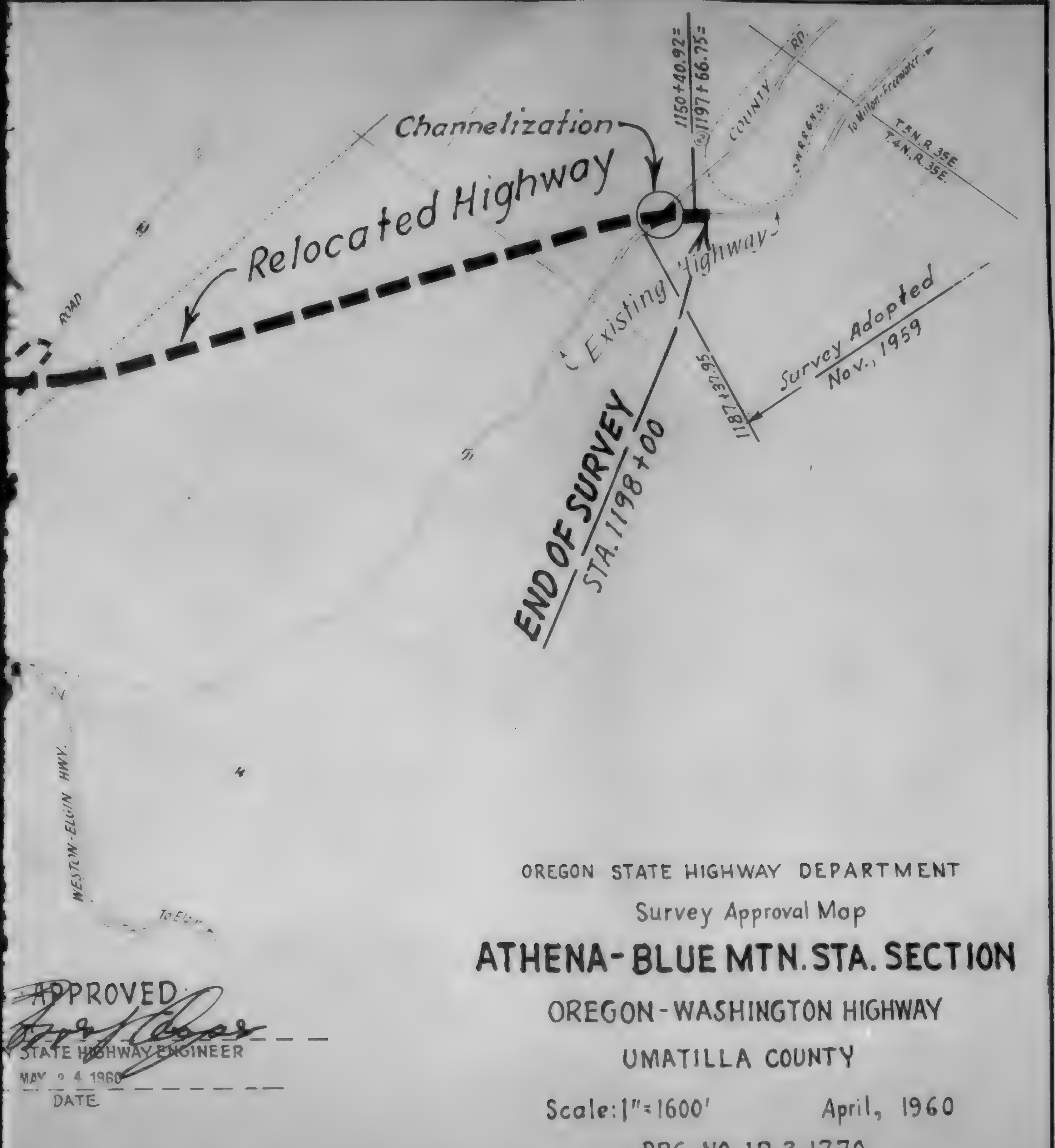

Highway
Channelization
O.W.R.R.&N.Co.
COUNTY
ROAD
COUNTY
ROAD
COUNTY
RD
COUNTY
ROAD
COUNTY
ROAD
WESTON
HAMILTON ST
EDISON ST.
JEFFERSON ST
DEPOT ST
2ND ST
1ST ST
POPLAR ST
POMEROY ST.
MAIN ST
WALLACE ST
FRANKLIN
BROAD ST
WASHINGTON
WATER
COLLEGE ST
MILL ST
BRYCE ST
ARMAR ST
STATE
WESTON-ELGIN HWY.
To Elgin

APPROVED

DEPUTY STATE HIGHWAY ENGINE

MAY 24 1960

DATE


Channelization
Relocated Highway
ROAD
1150+40.92=
1197+66.75=
COUNTY RD.
O.W.R.R.& N. Co.
To Milton-Freewater
T.5N.R.35E.
T.4N.R.35E.
Existing Highway
Survey Adopted
Nov., 1959
1187+32.95
END OF SURVEY
STA. 1198+00
WESTON-ELGIN HWY.
To Elgin

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ATHENA-BLUE MTN. STA. SECTION

OREGON-WASHINGTON HIGHWAY

UMATILLA COUNTY

Scale: 1" = 1600' April, 1960

DRG. NO. 1R-3-1270

APPROVED
STATE HIGHWAY ENGINEER
MAY 2 4 1960
DATE

For details see Drg. No.

RECEIVED

September 12, 1960

State Highway Commission
Right of Way Division
Salem, Oregon.

Re: Oregon Highway # 11
Weston-Athena

Gentlemen:

Early this Spring a hearing was held in the Town of Weston relative to the relocation of the above highway between Weston and Athena. I represented a group of persons objecting to the proposed relocation route.

At this time of the hearing we were advised that the Commission were to take the matter under advisement and we would be informed of the decision at a later date.

We have heard "rumors" of a decision, but there hasbeen no formal notification to me or any person whom I represented of what the Commission decided.

We would like to be so advised. Also, I would request information at this time of the source of the money which will be spent upon this road, if and when, its improvement is undertaken. I would like to know whether or not Federal funds will be available for this road or will be used in its improvement. If in fact such funds will be used, we wish to take this matter up with our Congressional Representatives.

Yours early reply will be appreciated.

Yours truly,

Henry Kaye

k/

(Mrs.) Frances Fitzsimmons
Weston, Ore.

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JUL 25 1960
FOR FILING

F-175 [illegible]

[illegible]

July 19, 1960

Hon. L. E. Snider, Mayor
City of Weston
Weston, Oregon

Dear Mr. Snider:

The State Highway Commission at its meeting on June 3, 1960, adopted a survey concerning improvement of the Athena-Blue Mountain Station Section of the Oregon-Washington Highway. For your information we have attached a sketch map showing the route of the new section and a certified copy of the Commission's resolution adopting the survey (Survey Resolution No. 213).

You will recall that a public hearing on this project was held in Weston on March 23, 1960, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FV

Attach.

NOTED
J. Mc C.

RESOLUTION OF BORRD OF DIRECTORS

MILTON-FREEWATER CHAMBER OF COMMERCE

Passed May 25, 1960

RESOLVE:

We request of the Oregon State Highway Commission that the Blue Mountain to Athena section of Oregon Highway 11 be completed in accordance with the 1960 survey. We request that construction be started as soon as possible.

We also request that consideration be given to an adequate access road to Weston and its industries.

Board of Directors
Milton-Freewater Chamber of Commerce

James F. Busch, President

We strongly support the above resolution.

Mrs. E. A. LeMay M-F Oregon
W. T. Hafstad M-F
Vincent C. Roff M-F
Mrs. Vincent Roff M-F Ore.
Dorothy J. Hafstad
Eldon Duckworth M-F-Ore
Clarence Grimes M-F-Ore
Dorothy Rush Athena, Ore.
Arthur Rush " "
W. P. Lorenson M-F Oregon
C. P. Reynolds M-F-Ore.
H. P. Murphy M-F

C. A. Erickson M. Free. Oregon
Irene Barnes M-F Ore
Carly Schmidt Freewater
Bernard A. Duffy
Allen E. Trayer - M-F Ore
[illegible]
M-F [illegible]
Mina H. Lee
Roy Grimes
James T. Harrington
Amy C. Book
Della Davis

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F-17[illegible]
6-1

June 7, 1960

Hon. Al Ullman
House of Representatives
Washington 25, D. C.

Dear Mr. Ullman:

On March 5 you wrote to the State Highway Commission concerning letters you had received in opposition to the proposed highway between Adams and Milton-Freewater.

A public hearing was held concerning this route on March 23 in the city of Weston. Subsequent to the hearing a number of letters and several resolutions were received favoring the route generally referred to as the 1960 survey. The statements made at the hearing, subsequent letters and petitions, and the opinion of a delegation which appeared before the Commission at its meeting on June 3 were all given careful consideration, and on June 3 the Highway Commission approved the survey known as the 1960 route.

There was a somewhat interesting development in connection with this highway improvement in that many of the proponents of the 1960 route did not appear at the hearing held in Weston, but later indicated their feelings.

Among those favoring the route and submitting statements subsequent to the hearing were the Milton-Freewater Chamber of Commerce; 90 signatures of persons supporting a resolution adopted by the Milton-Freewater Chamber of Commerce; Umatilla County Court; Athena Chamber of Commerce; Farm Chemicals of Oregon, Athena; Mr. Miller W. Rayborn, Weston; city officials of Milton-Freewater who appeared as a delegation on June 3; and a resolution signed by the Eagle Times Publisher, Umatilla Canning Company, and American National Processors Inc.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jms

cc: Commissioners
W. C. Williams

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F-[illegible]

[illegible]

STATE HIGHWAY COMMISSION MEETING

Delegation ~~J. R. Castner~~ , City Mgr. of Milton-Freewater, re relocation of ORE 11 between Blue Mt. and Athena. (Agenda Item 4f-3)

Date June 3, 1960

Time 10:00 a.m.

Name	City or Town	Capacity
James F. Busch (spokesman)	Milton-Freewater	Pres. C of C
Frank Clark	"	Acting Mayor
A. J. Beard	"	Chairman Transportation Committee of C of C

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F-170(17)

10 AM 6-3-60

MILTON-FREEWATER CHAMBER OF COMMERCE
Milton-Freewater, Oregon

Oregon State Highway Commission Hearing
Room 41[illegible] - June 3, 1960. 10 A.M. - 15 Minutes

Re: Highway Construction: Oregon Highway 11
Blue Mountain Station to Athens

Gentlemen:

The need for an improved highway in the Blue Mountain to Athena section of Highway 11 has been demonstrated to the commission. This is evidenced by the fact that a new section has been constructed from Pendleton to Adams. A portion of this has been widened to three lanes. A new section is now nearly completed from Milton-Freewater to Blue Mountain Station.

The existing road from Blue Mountain Station to Athena is now the poorest section of Highway 11. It has the steepest grades, the narrowest pavement, the sharpest corners, the most hazardous access roads, and the= highest elevation of any portion of the route. (This was true even before construction of the new sections).

The traffic densities used by the Highway Commission to make their decisions to construct the two new sections of this route, are now exceeded by present and immediate future traffic densities. Some of the reasons for increased traffic are:

1. The improvement of the Tollgate Highway Number 204 will bring more traffic to Highway 11.
2. Changes in pea vining methods by construction of new central vining stations, will create more hauling of vines, peas, and peavine insilage.
3. Lamb-Weston Corporation has increased their plant capacity during 1959.
4. Cattle, hog and sheep feeding operations are increasing greatly. There are now 20,000 head of cattle North of Weston - an increase of 5800 in the past year. Our County Agent expects a further increase of 7000 head in the next twelve months. There is a similar increase in the Athena area. One lot is in the process of increasing their capacity from 3500 to 6000 head, and several others are increasing by similar percentages. These quantities of livestock create much truck transport and labor travel.

5. The future completion of the Lewis & Clark Highway through Idaho and Montana, coupled with the commissions fine tourist advetising program, will bring increased numbers of tourists.

6. The development of the Port of Walla Walla, and the future completion of the John Day Dam will create more traffic to the Columbia River at Wallula.

7. The growing popularity of, and equipment for, skiing and other sports in the Tollgate area attract increasing numbers of tourists.

8. The fruit industry, which was ruined by freezing in 1955, is now beginning to produce again. Each year this industry will demand more labor and more shipping.

We consider Lamb-Weston Company in Weston a vital part of our local economy. Their location in the center of this proposed new section of highway and their truck and automobile traffic density certainly would indicate that satisfactory egress and ingress from the new highway should be made a part of this project. Fortunably, it would seem that Lamb-Weston and the City of Weston access could be solved by the same route.

We wish nothing to suggest that we are selecting a route. We have mentioned the 1960 survey route in some of our petitions and resolutions because we have the understanding that the Commission considers ~~concedes~~ this the best route. We have confidence in the Commission and its engineers, and will give them support on the route they deem best.

Our mission is to impress and inform the Commission with
The increase in traffic
The economic savings to users
The growth tendencies of the area
The vital need today, and
Our interest in and support of
the new section of Highway 11, between Blue Mountain Station and Athena. Gentlemen, we respectfully request the immediate construction of this needed section of highway.

Sincerely yours
MILTON-FREEWATER CHAMBER OF COMMERCE

James Busch
James F. Busch, President

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1960

SUBJECT: Location of Blue Mt. Station-
Athena Section,
Oregon-Washington Highway
Umatilla County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached is a copy of a letter from Umatilla County regarding the above subject. The matter of an underpass as set forth in this letter was not discussed in my meeting with the Court on May 18; however, this matter was the subject of discussion in a meeting with Mr. Edwards, Commissioners Hayes and Stanton, and myself on May 31 in Mr. Edwards' office. Mr. Edwards outlined a plan which the commissioners indicated they thought would be satisfactory but wished to discuss with Judge Cook. Judge Cook called Mr. Edwards June 1 and indicated his approval of this proposed plan with some minor revisions which Mr. Edwards said we could make. A letter approving this plan is forthcoming to Mr. Edwards.

C. G. S.
C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: Tom Edwards

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RESOLUTION TO STATE HIGHWAY COMMISSION

June 1, 1960

Feeling that the State Highway Commission has sufficient facts at hand concerning the advantages and disadvantages of certain Highway locations between Blue Mountain Station and Athena on Highway 11, We the undersigned urge that decisive action be taken by the Highway Commission to expedite the completion of this Highway section. We further agree to support the decision of the Commission as to location.

[illegible]

[illegible] E. Judd, Publisher

Umatilla Canning Co.
H. S. Miller, manager

American Nat'l Processors Inc
[illegible] Comptroller

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FOR FILING

RESOLUTION OF BOARD OF DIRECTORS

MILTON-FREEWATER CHAMBER OF COMMERCE

Passed May 25, 1960

RESOLVE:

We request of the Oregon State Highway Commission that the Blue Mountain to Athena section of Oregon Highway 11 be completed in accordance with the 1960 survey. We request that construction be started as soon as possible.

We also request that consideration be given to an adequate access road to Weston and its industries.

Board of Directors
Milton-Freewater Chamber of Commerce

James F Busch
James F. Busch, President

We strongly support the above resolution.

Russel Blackler Real Estate
Calvin R. Hansen Pendleton Grain Growers Mgr. M-F
Donald E Harper Lumber Mfgr.
Dr William C Hunter Dentist
[illegible] Banker / Real Estate

RECEIVED
MAY 27 1960
FOR FILING

4F3
June 2-60
Limited access condition!
(New road!)
6-3-60

May 24, 1960

Oregon State Highway Commission

Gentlemen:

On March 23, 1960, a hearing was held in Weston on the relocation of the Oregon-Washington Highway between Athena and Blue Mountain Station. You have been furnished with a copy of the transcript of this hearing.

Considerable opposition was voiced at the hearing re the so-called 1960 location which led to more investigation on the part of the Highway Department. Subsequent to the hearing, several proponents of the 1960 route have written to us urging adoption of the route.

Our investigation disclosed that by constructing a connection between the Weston-Elgin Highway and the relocated Oregon-Washington Highway most of the objections would be taken care of. A study was made and it was found that a connection could be made from a point in the northerly part of Weston to the relocated Oregon-Washington Highway at a cost of $85,000, using an O-11 oil mat surfacing. This connection would be slightly less than a mile and a half in length.

After completing this investigation, we contacted the Umatilla County Court to get its reaction to this entire proposal. It has agreed to the adoption of the 1960 survey on the condition that a connecting route from Weston northerly to the relocated highway, as noted above, be built and also requested a minor change in the FAS system northerly of Milton-Freewater. The request is that the Sunnyside-Umapine Secondary Highway be extended easterly about 0.75 mile to connect with the present route of the Oregon-Washington Highway. The Court has indicated that if these two items were acceptable to the Highway Commission, it would take over as a county road those portions of the existing route between Athena and Blue Mountain that would not be needed as a part of the highway system. This appears to be a reasonable request and offer of cooperation by the County Court.

It is my recommendation that we proceed as outlined above and that the Commission adopt the survey and grant authority for the acquisition of rights of way. I am attaching a map on which the rough details are shown and also a map on which is indicated the changes which would be agreed to by the Highway Commission and Umatilla County.

The matter will be on the agenda for your consideration at the June 2-3 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:fn

Encl.

cc Mr. Tom Edwards
Mr. Walter T. Wright

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FORM E-30X 80M 7-59 22125
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1960

RECEIVED
MAY 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Relocation of
Blue Mountain Station-Athena Section
Oregon-Washington Highway
Umatilla County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

As per your instructions, the above subject was discussed with the Umatilla County Court on May 18.

With respect to the two alternate routes (1953 location and 1960 location), the County Court concurs with the State and endorses the 1960 location. Judge Cook stated that in his campaign meetings (he is running for re-election) he has discussed this matter with several groups and had found that a large percentage of the people affected by this proposed relocation are definitely in favor of the 1960 location. One of the groups he specifically mentioned was the Weston Grain Growers Association whose large grain elevator is located just north of the Lamb-Weston, Inc., processing plant.

In regard to the proposed extension of the Weston-Elgin Highway to the new route, the County Court preferred the connection shown colored in dashed red on the attached aerial blue print photograph. Their primary reason for this preference was that the more direct connection to the east would "clobber" some very fine pea and wheat fields. Another reason for this preference was, of course, that they felt that this connection would be much more acceptable to Lamb-Weston, Inc.

The County Court agreed to accept the jurisdiction and maintenance responsibility of the portion of the existing Oregon-Washington Highway which would be replaced by new construction if the State would extend the Sunnyside-Umapine Secondary Highway easterly to the Oregon-Washington Highway and improve this extension. The proposed extension, about 0.75 mile, is shown in red on the attached map and is presently a county road with a light stone surfacing. The Court said they have been receiving considerable pressure to improve this section of road.

The Court will confirm the above propositions by letter which I should have in a few days, and I will forward same to you.

C. G. S.
C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.
cc: Tom Edwards

FORM E-30 90M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1960

SUBJECT: Weston Hearing

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

As per your request, I submit the following as the highlights of the Weston hearing:

The hearing at Weston concerning the relocation of the Oregon-Washington Highway resulted in a good record being written by the opponents of the 1960 location.

The main presentation was made by Mr. Lamb and Mr. Minnick of the Lamb-Weston pea processing plant. They presented data concerning the amount of traffic to and from the plant during the processing season. Their arguments, when examined closely, would indicate a high desire for reconstruction of the roadway in order that the great bulk of traffic to the plant could use the local roads. They requested the 1953 location be built and study would reveal that this would be advantageous, since it comes very close to the plant. However, traffic studies indicate an average of 1,900 ADT would be penalized by this congested area. I can see no advantage in constructing the 1953 location. A minor policing-up of the existing facility would provide the same service.

Representatives Raphael Raymond and Stafford Hansell made presentations in favor of the 1953 location, stating that this should not be considered as a freeway but as a local service road.

A Mr. Kaye made two presentations - one for the city and one representing an independent group - both requested that the 1953 location be built, rather than the 1960 location.

In my opening statement presenting the detailed data concerning the projects, comparative costs and benefits were given concerning the 1953 and 1960 locations. Roughly, the 1953 location will result in a saving of 4½ million dollars in traffic benefits over costs during a 30-year period and the 1960 location will result in a saving of 7½ million dollars over the 30-year period ensuing. The group was assured that, if either location was built, adequate facilities would be provided for safe turning movements at all intersections.

NOTED
FORREST COOPER

Mr. Kaye, at the close of the hearing, posed the question as to why the 1953 location was being abandoned in favor of the 1960 location. I replied that I felt it incumbent upon the engineering division to investigate all possibilities and to recommend the most beneficial to the Commission. Mr. Kaye was not satisfied with this answer.

After the hearing considerable investigation was undertaken concerning the movement of pea vines from the field to the Lamb-Weston plant. A map was secured of the contract acreage held by the Lamb-Weston plant (copies are attached). It can be determined from the map that no hardship will exist should the 1960 location be built. I quote from District Maintenance Superintendent L. C. Smitton's report:

> "Although Lamb-Weston is the largest single operator in this area, there are two in Pendleton, one at Athena, and two in Milton-Freewater. Peas are like logs, the various canneries have contracted land all over and peas are cross hauled from all directions."

At the hearing, Lamb-Weston indicated that transportation of peas on the vine was a major item and made issue of the fact that we had not correctly assessed this situation when arriving at our benefit quotients. They were assured by Mr. Fridley, who conducted the hearing, that such a study would be made. Upon my return, I searched the records and find that a complete Origin-Destination Study was made in the period June 3rd to June 30th, 1958. All directional manual counts were made at the intersection of the Oregon-Washington Highway and Depot Street, which is the street leading to the Lamb-Weston plant. A copy of this report is attached.

We also attach mosaics showing the 1953 location, the 1960 location, the points where channelization is designed, and showing possible connections from the Weston-Elgin Secondary to either the 1953 or the 1960 location.

Tom Edwards

Tom Edwards
Construction Engineer

TE:jw

Attachments

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APR 25 1960
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IN THE HEART OF
THE BLUE MOUNTAIN
WHEAT AND PEA
PRODUCING AREA

Chamber of Commerce
ATHENA
OREGON

NEARBY RECREATION
AREAS FOR
HUNTING—FISHING—CAMPING
WINTER SPORTS

18 April 1960

Oregon State Highway Department
Salem, Oregon
(Attn: Mr. W. C. Williams)

Re: Oregon Hwy 11

Gentlemen:

I have been asked to write to you on behalf of the Athena Chamber of Commerce and express the Chamber's support for the 1959 survey for Oregon State Highway No. 11.

We had members in attendance at the meeting held in Weston last month but since it was our understanding that only protests were to be heard at that hearing we did not take the floor to support the survey. We do wish to go on record at this time as being wholeheartedly in support of the survey as shown.

We feel that it is the most practicable and the shortest route and that the protests which were presented at the meeting in Weston represented purely local interests and did not consider the worth of the proposed highway from the through traffic viewpoint.

We also wish to point out that if the 1953 survey wre used it would put all of the pea trucks going to the Lamb Cannery from the Southeast on the highway for an additional mile which of course would add up to a considerable highway mileage use over a period of time and since these trucks constitute the greatest traffic hazard in this area we feel that the fewer truck miles that we have on the highway the safer it will be for the through truck and passenger traffic.

Very truly yours
Athena Chamber of Commerce

Secretary

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STATE HIGHWAY COMMISSION

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APR 25 1960
FOR FILING

FARMORE
P. O. BOX 327
ATHENA, OREGON
PHONE LOGAN 6-3533

April 16, 1960

Mr. W. C. Williams
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

It seemingly is impossible to satisfy everyone in the planning of a new highway and assuredly we all hate to see our fertile fields cut up by the location and re-location of roadways, but in our opinion, your present survey for the highway, extending the new construction from Milton-Freewater to its juncture with the Pendleton-Athena highway, is the most logical.

Locating this highway north of Weston, as your present survey indicates, provides almost a "line of sight" route and offers equally satisfactory access and egress for both Weston and Athena. As a business concern serving both communities on a "year round" basis, we urge the speedy construction of this highway as presently planned.

Very truly yours,
FARM CHEMICALS OF OREGON

E. C. Miley

E. C. Miley

ECM:dj

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[illegible] ENGINEER

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[illegible]

MANUFACTURERS • • • • • • SALES AGENTS • • • • • • DISTRIBUTORS

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FORM E-30X 50M 7-59
1960

FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1960

SUBJECT: Benefit Quotient Analysis
Athena-Blue Mountain Station
Oregon-Washington Highway

To:

Tom Edwards
Construction Engineer
Office

In accordance with a verbal request from Mr. William Tebeau, we have prepared a benefit quotient analysis on the reconnaissance line (1959) and the located line (1953) as shown on the attached map. This analysis was not a complete analysis but was based on time and distance savings only.

The results of this analysis were handed to Mr. Tebeau on March 14th and were revised on March 16th and March 18th due to revised speeds in the Weston Section of the located line and construction costs on the reconnaissance line.

At the request of Mr. Tebeau, the completion of this report has been withheld pending further changes in the costs or physical features of either line.

Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

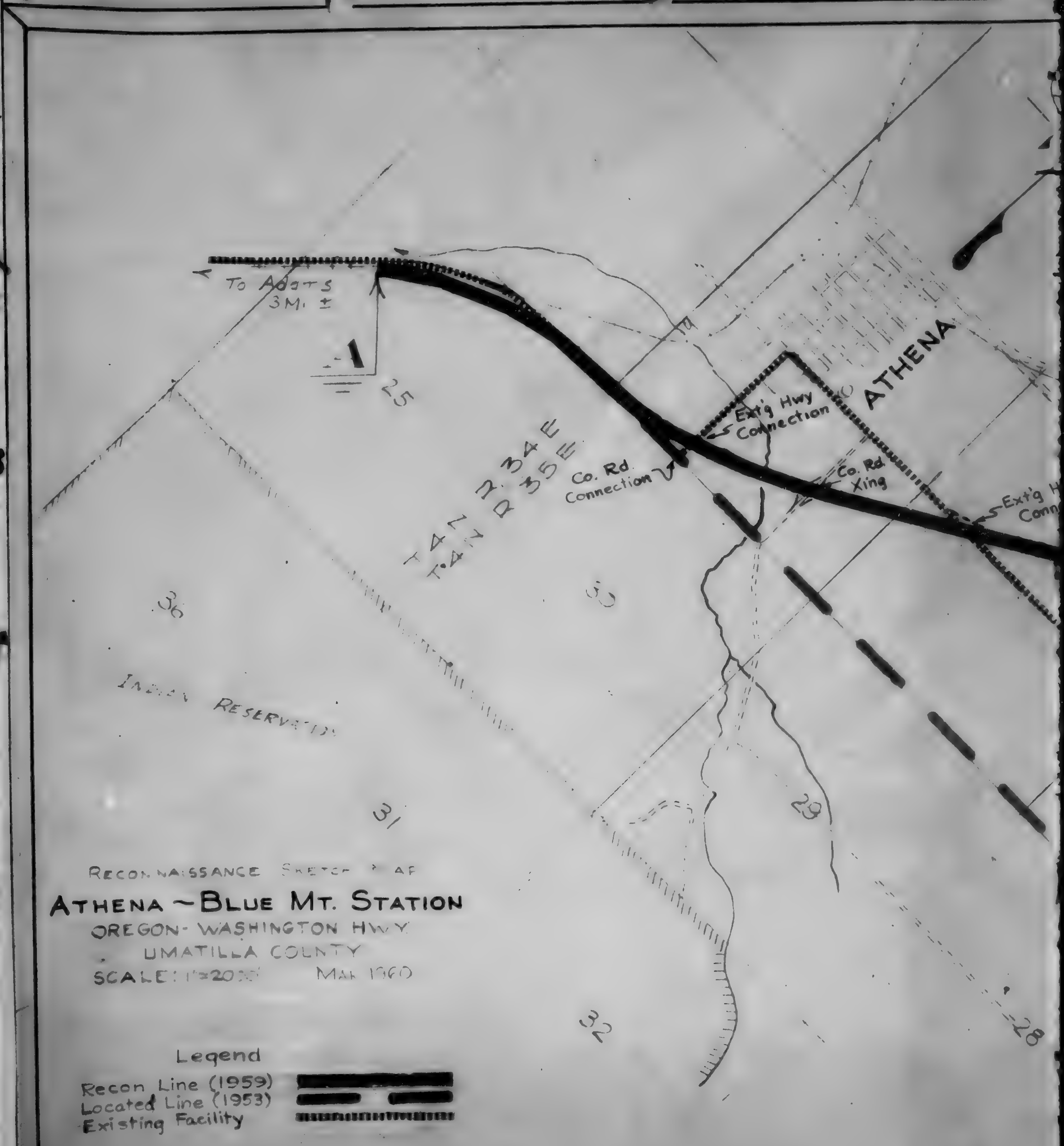
GLS:mp
Attachment
cc: Forrest Cooper (Attach.)
G. S. Paxson (Attach.)

RECEIVED
APR - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1960

ATHENA-BLUE MOUNTAIN STATION SECTION OF THE OREGON-WASHINGTON HIGHWAY

Section	Construction Length Miles	(Cost) R/W and Construction ($)	Annual Cost ($)	Annual Benefits ($)	Benefit Quotient
Existing Highway	8.61				
1953 Location (without Elgin Hwy. Conn.)	7.66	1,387,416	81,089	243,196	2.94
1953 Location (with Elgin Hwy. Conn.)	8.04	1,413,850	82,950	243,196	2.87
1959 Reconnaissance (without Elgin Hwy. Conn.)	6.78	1,793,348	100,764	358,741	3.56
1959 Reconnaissance (with Elgin Hwy. Conn.)	7.91	1,872,206	106,310	357,358	3.36


To Adams
3 Mi ±
25
T4N R34E
T4N R35E
Co. Rd.
Connection
Ext'g Hwy
Connection
ATHENA
Co. Rd.
Xing
Ext'g H
Conn
36
33
Indian Reservation
31
29
32
28

RECONNAISSANCE SKETCH MAP

ATHENA ~ BLUE MT. STATION

OREGON - WASHINGTON HWY.

UMATILLA COUNTY

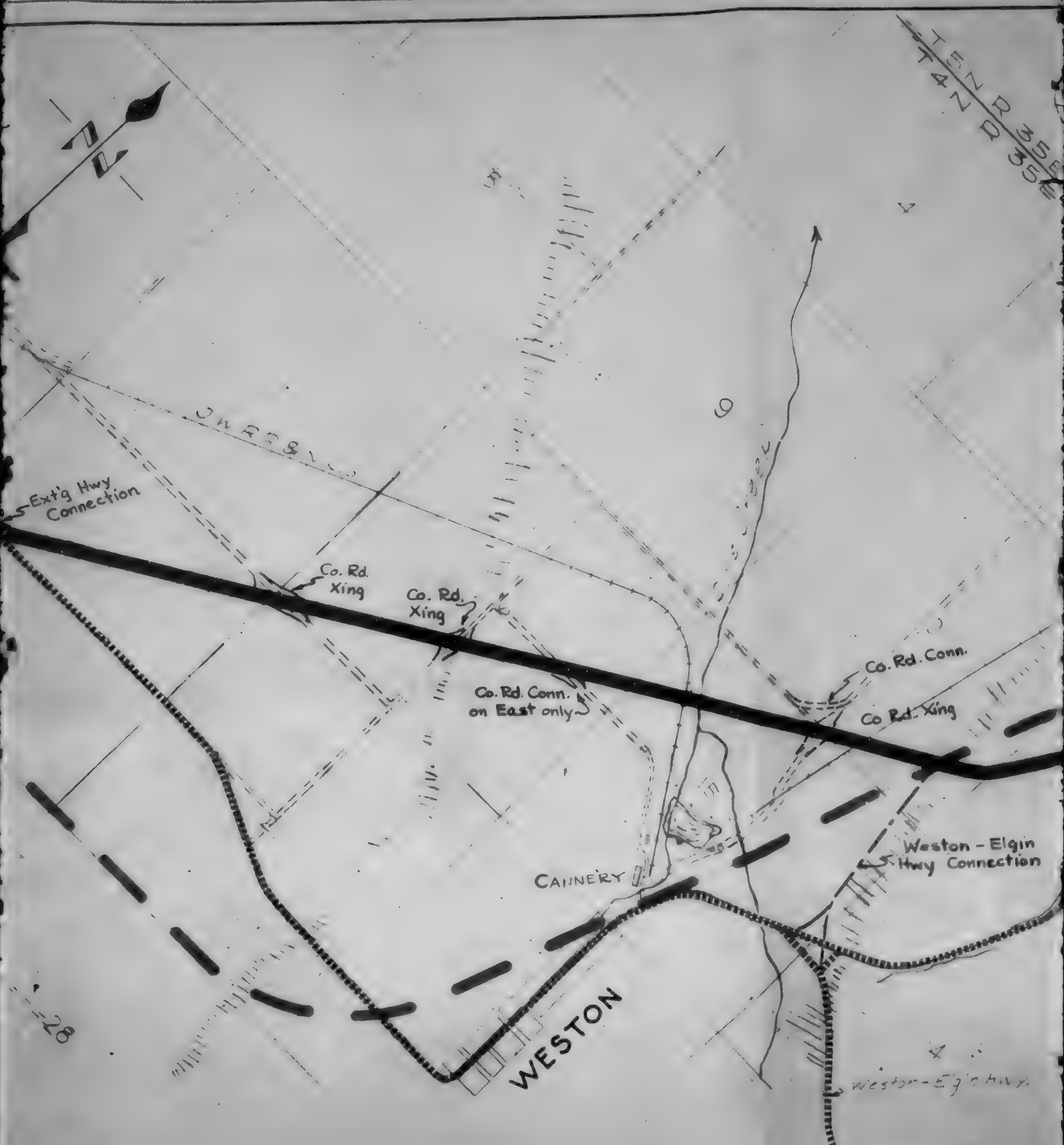
SCALE: 1"=2000' MAR 1960

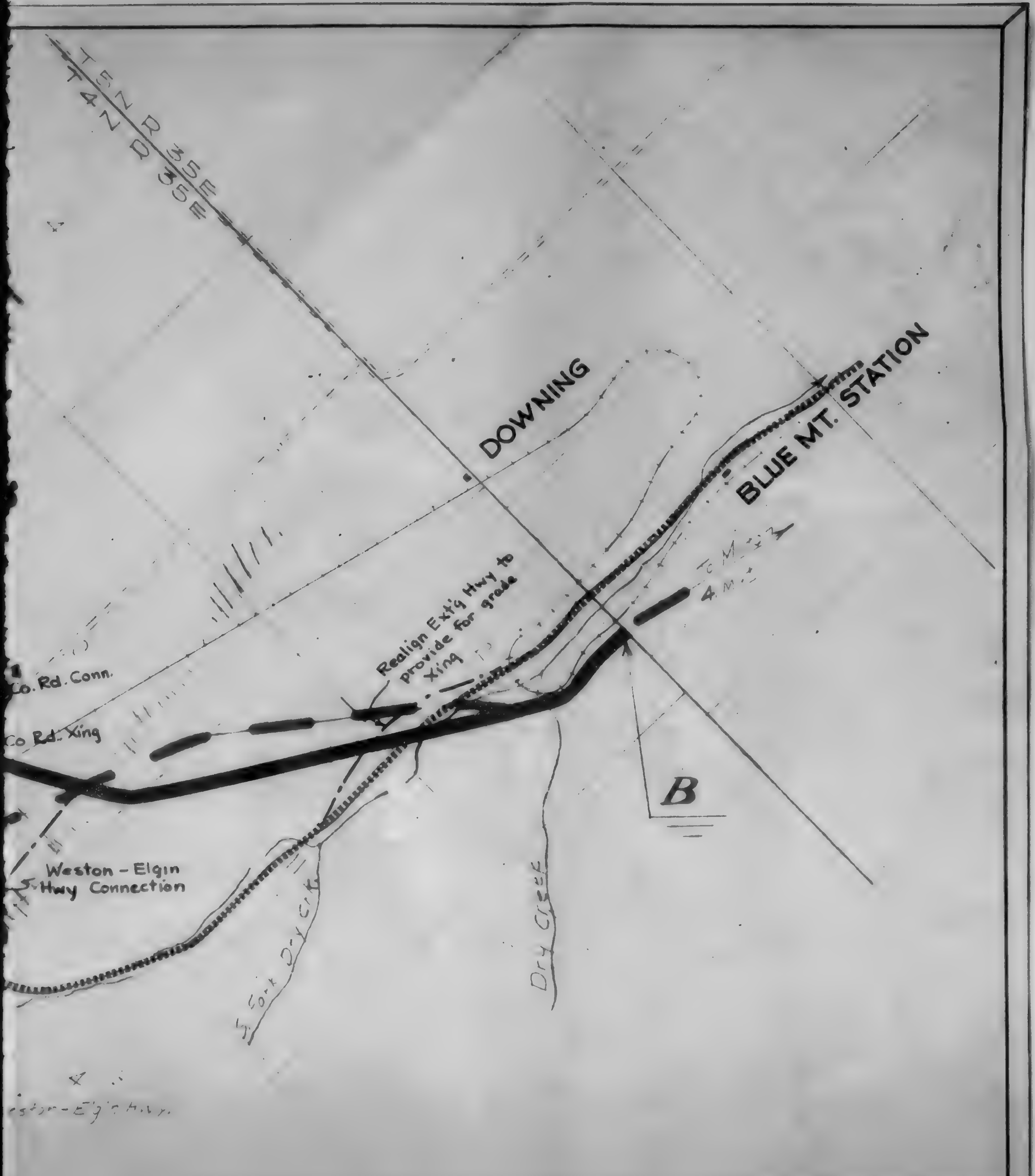
Legend

Recon Line (1959) ▬▬▬

Located Line (1953) ▬ ▬

Existing Facility ▨


N
T5N R35E
T4N R35E
9
Ext'g Hwy Connection
Co. Rd. Xing
Co. Rd. Xing
Co. Rd. Conn. on East only
Co. Rd. Conn.
Co. Rd. Xing
Weston - Elgin Hwy Connection
CANNERY
WESTON
28
4
Weston-Elgin Hwy.


T5N R35E
T4N R35E
DOWNING
BLUE MT. STATION
To M.P. 3
4 M.P.
Realign Ext'g Hwy to provide for grade Xing
Co. Rd. Conn.
Co. Rd. Xing
Weston - Elgin Hwy Connection
S. Fork Dry Crk
Dry Creek
B
eston-Elgin Hwy.

Salem, Oregon
April 5, 1960

✓E

Oregon State Highway Commission

Gentlemen:

Attached please find the survey approval map of the 1960 location of the Oregon-Washington Highway from Blue Mountain Station to Athena.

A hearing was held on this matter in Weston on March 23d. A large delegation was present. A good presentation was made by the assembled persons against the 1960 location and in favor of the 1953 location.

Examination of the mosaic attached will show you that the 1953 location approximates the alignment of the existing highway. Further examination of the mosaic will reveal that the statements of the protestants of the 1960 location are not well founded. The arguments presented in general carried the theme that local traffic service in the area was the main problem and the most desirable from the standpoint of local residents and industries and, in particular, Lamb-Weston packing plant.

Examination of the mosaic will indicate that the 1960 location in no way detracts from the existing local service to the Lamb-Weston plant. Left turn refuges are provided at four locations as shown on the mosaic and it is my considered opinion that the local service to Weston and the Lamb-Weston plant will be improved and that the through traffic service will be greatly aided by the construction of the proposed location. I recommend your approval of this survey. It will be on the Agenda for the April 21 - 22 meeting.

Very truly yours,

cc Tom Edwards
TE:jw

FORM E-20X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: **Weston Hearing**

To:

MEMO TO THE FILE

The hearing at Weston concerning the relocation of the Oregon-Washington Highway resulted in a good record being written by the opponents of the 1960 location. #1

The main presentation was made by Mr. Lamb and Mr. Minnick of the Lamb-Weston pea processing plant. They presented data concerning the amount of traffic to and from the plant during the processing season. Their arguments, when examined closely, would indicate a high desire for reconstruction of the roadway in order that the great bulk of traffic to the plant could use the local roads. They requested the 1953 location be built and study would reveal that this would be advantageous, since it comes very close to the plant. However, traffic studies indicate an average of 1,900 ADT would be penalized by this congested area. I can see no advantage in constructing the 1953 location. A minor policing-up of the existing facility would provide the same service. #2

Representatives Raphael Raymond and Stafford Hansell made presentations in favor of the 1953 location, stating that this should not be considered as a freeway but as a local service road. #3

A Mr. Kaye made two presentations - one for the city and one representing an independent group - both requested that the 1953 location be built, rather than the 1960 location. #4

In my opening statement presenting the detailed data concerning the projects, comparative costs and benefits were given concerning the 1953 and 1960 locations. Roughly, the 1953 location will result in a saving of 4½ million dollars in traffic benefits over costs during a 30-year period and the 1960 location will result in a saving of 7½ million dollars over the 30-year period ensuing. The group was assured that, if either location was built, adequate facilities would be provided for safe turning movements at all intersections. #5

Mr. Kaye, at the close of the hearing, posed the question as to why the 1953 location was being abandoned in favor of the 1960 location. I replied that I felt it incumbent upon the engineering division to investigate all possibilities and to recommend the most beneficial to the Commission. Mr. Kaye was not satisfied with this answer. #6

Stafford Hansell in his presentation called attention to the difficulty of farming corners which would be left severed and called attention to the fact that in our dealings with him on the Milton Freewater-Blue Mountain Station Section he had been left with a piece of property which was isolated in such a manner that he could not get machinery to it. I think this situation should be corrected and I am initiating an investigation to find out what the trouble is.

TOM EDWARDS

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
C. G. Polk
Floyd Query

ATHENA-BLUE MT. STATION
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

A. PRESENT AND PROPOSED ROUTES
(Not including the Weston-Elgin HWY Connection)

Route	Length	Distance Savings	Constr. Cost.	R/W Cost	Total Cost	Annual Cost	Annual Benefits	Benefit Quotient*
Present Route	8.61	—	—	—	—	—	—	—
1953 Loc.	7.66	0.95	1,252,416	135,000	1,387,416	81,089	238,163	2.94
1960 Loc.	6.78	1.83	1,693,348	100,000	1,793,348	100,764	358,741	3.56

B. PRESENT AND PROPOSED ROUTES
(Including the Weston-Elgin HWY Connection)

Route	Length	Distance Savings	Constr. Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefits	Benefit Auotient*
Present	8.61	—	—	—	—	—	—	—
1953 Loc.	7.66	0.95	1,278,850	135,000	1,413,850	82,950	238,163	2.87
1960	6.78	1.83	1,772,206	100,000	1,872,206	106,310	357,358	3.36

*Benefit Quotients based on Time and Distance Elements only.

ATHENA-BLUE MT. STATION
OREGON-WASHINGTON HIGHWAY
UMATILLA COUNTY

PHYSICAL CHARACTERISTICS

	Existing Facility	1953 Location	1960 Location
Total Length, Miles	8.61	7.66	6.78
Total Central Angle	711°29'	143°05'	110°35'
Total No. of Curves	29*	4	4
Max. Degree Curve	28**	1°30'	1°30'
No. of Max. Curves	2	3	2
Max. Central Angle, 1 Curve	97°37'	70°44'	39°09'
Max. Grade	5.98%	6%	6%
Length Max. Grade	200'	3,000'	4,100'
Length Grade, 3%+	17,950'	13,800'	7,700'
Total Rise & Fall	1,201'	1,016'	682'
Highest Grade Elevation	2,019'	2,032'	1,866'
Grading & Paving		1,252,416	1,462,348
Structures			231,000
R/W		135,000	100,000
Total Cost without Connection		1,387,416	1,793,348
Est. Cost of Weston-Elgin Connection		26,434	78,858
Total Cost With Connection		1,413,850	1,872,206
B.C Without Connection		2.94	3.56
B.C With Connection		2.87	3.36

*Includes several small angle points.

**Does not include Rt. angle turn in Athena at intersection of 3rd and Main Streets.

RECEIVED
DEC 20 1961
FOR FILING

March 14, 1960

Hon. Al Ullman
House of Representatives
Washington 25, D. C.

Dear Mr. Ullman:

Last Friday we received your letter of March 5 concerning opposition to the proposed reconstruction of Highway 11, between Adams and Milton-Freewater.

A public hearing is to be held on this matter at 10:00 a.m., March 23, 1960 in the Weston City Hall. The hearing will be transcribed and a copy furnished to the Commission. It may be that the Commission will consider the matter at its next meeting, April 21 and 22.

I will be pleased to advise you concerning the Commission's action on this matter as soon as possible.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:rj

cc: Commission
W. C. Williams

AL ULLMAN
2D DISTRICT, OREGON

CHARLES J. SERNS
ADMINISTRATIVE ASSISTANT

RON AHERN
FIELD ASSISTANT

MRS. IRENE BURTON
SECRETARY

COMMITTEE ON INTERIOR
AND INSULAR AFFAIRS

IRRIGATION AND RECLAMATION
PUBLIC LANDS
MINES AND MINING
INDIAN AFFAIRS

Congreſs of the United States
House of Representatives
Washington, D. C.

March 5, 1960

State Highway Commission
Salem, Oregon

Dear Sirs:

I have received a considerable amount of mail from people in Umatilla County expressing opposition to the proposed road between Adams and Milton-Freewater (Highway 11) based on the 1959 survey. These people contend that the 1953 survey was much more desirable since it disturbed existing land-use patterns to a much smaller degree.

I understand that you are holding hearings on this matter and I would appreciate receiving a report from your office on the final decision of the Commission in this regard.

Sincerely,

Al Ullman

Al Ullman, M.C.

RECEIVED
[illegible] 11 1960
STATE [illegible]

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
FRANK B. HAYES
CECIL B. STANTON

UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON

RECEIVED
[illegible] 1960
FOR FILING

May 27, 1959

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This letter is to confirm our action taken in the meeting with you and Mr. Ayers on May 18 regarding the relocation of the Blue Mountain Station-Athena Section of the Oregon-Washington Highway.

The County Court feels that the 1960 surveyed route of this proposed relocation is logical and proper providing that the proper egress to the highway is made at one location, and an underpass is installed on the county road that intersects proposed Highway 11 to North of Weston.

With regard to the extension of the Weston-Elgin Highway, the Court prefers the connection from the existing Oregon-Washington Highway near the north city limits of Weston running in a northeasterly direction to a connection with the new Oregon-Washington Highway. This is the connection shown by a dashed red line on the aerial blue print photograph which you showed us. Our reason for this preference is that this route would be far less damaging to farm property than the other proposed connection and would better serve the City of Weston. This is the location where we suggest you install an underpass.

The Court agrees to accept jurisdiction and maintenance responsibility of the portion of the existing Oregon-Washington Highway which would be replaced by construction of the new highway on the 1960 location if the State will extend the Sunnyside-Umpaine Secondary Highway easterly a distance of about 0.75 mile to connect to the Oregon-Washington Highway and improve this section to the same standards as the existing Sunnyside-Umapine Highway.

The County Court discussed these changes with Paul and Gib Lamb, and they were quite receptive to the highway as of the 1959 survey providing these changes could be made. They would also like a hearing with you, along with the County Court, in the near future.

Very truly yours,

UMATILLA COUNTY COURT

County Judge

County Commissioner

County Commissioner

DRC: sk

File No. ____________
Rd. No. ________ M.P. ________
City of ____________
Streets ____________
Rural ________ Urban ________

Salem, Oregon
July 24, 1958

Traffic Count
Oregon-Washington Highway
Pea Harvest

C. S. Paxson
Assistant State Highway Engineer
BUILDING

The State Highway Commission had a delegation appear before it on Friday, Feb. ~~March~~ 28, which was represented by Hon. Leigh Price, Mayor of Milton-Freewater, regarding improvement of the Oregon-Washington Highway. At that same Commission meeting the Commission instructed, through an NDA Item, that certain information be obtained during the second week in July, giving a rather complete picture of the total volume of traffic on the Milton-Freewater-Pendleton Section of the Oregon-Washington Highway and also classification data, etc.

I attach hereto ten exhibits entitled "Pea Harvest Traffic Study - June 3 to 30, 1958". I believe that the delegation suggested at the time they met with the Commission that the count be made the second week in July. We, however, found that the pea harvest was earlier this year and made our counts accordingly. You will note that the maximum condition occurred during the two middle weeks of June. Looking briefly at the traffic volume data you will note that the pea harvest did not have as decisive an effect upon traffic volume west of Adams as it did east thereof and that the most dominant effect occurred between Athena and Milton-Freewater. Generally, traffic increased about one-fourth during the height of the pea season over traffic volumes experienced prior and subsequent to the peak condition. This is noticeable at Station 7 west of Weston where traffic volumes were approximately 4,000 vehicles per day under normal conditions in June and peaked around 5,000 vehicles per day during the harvest. This same condition is also noticed at Station 3 south of Milton-Freewater. At Station 10, west of Athena on the Athena-Holdman Secondary, the increase was a little greater and the peak occurred a little earlier.

Volume-wise, I think that we could say that the pea harvest generated from 1,000 to 1,500 vehicle trips per day in the Athena-Milton-Freewater Section and about an additional 500 trips per day between Pendleton and Adams. The preponderance of truck traffic occurred between Adams and Milton-Freewater and I call your attention to Station "M" just at the north limits of Weston where we made our manual count. Light vehicles comprise some 70 percent of the traffic, pea trucks accounted for 22 percent and other trucks, 8 percent. These percentages are almost identical for the two highway legs of the intersection. I do call your attention to the fact that the leg of the intersection

Advised Paxson of this error H

700-800

Going to the Lamb-Weston Plant would have an ADT of 100 to 200 vehicles per day but during this period, peaked at about 2,800 vehicles per day.

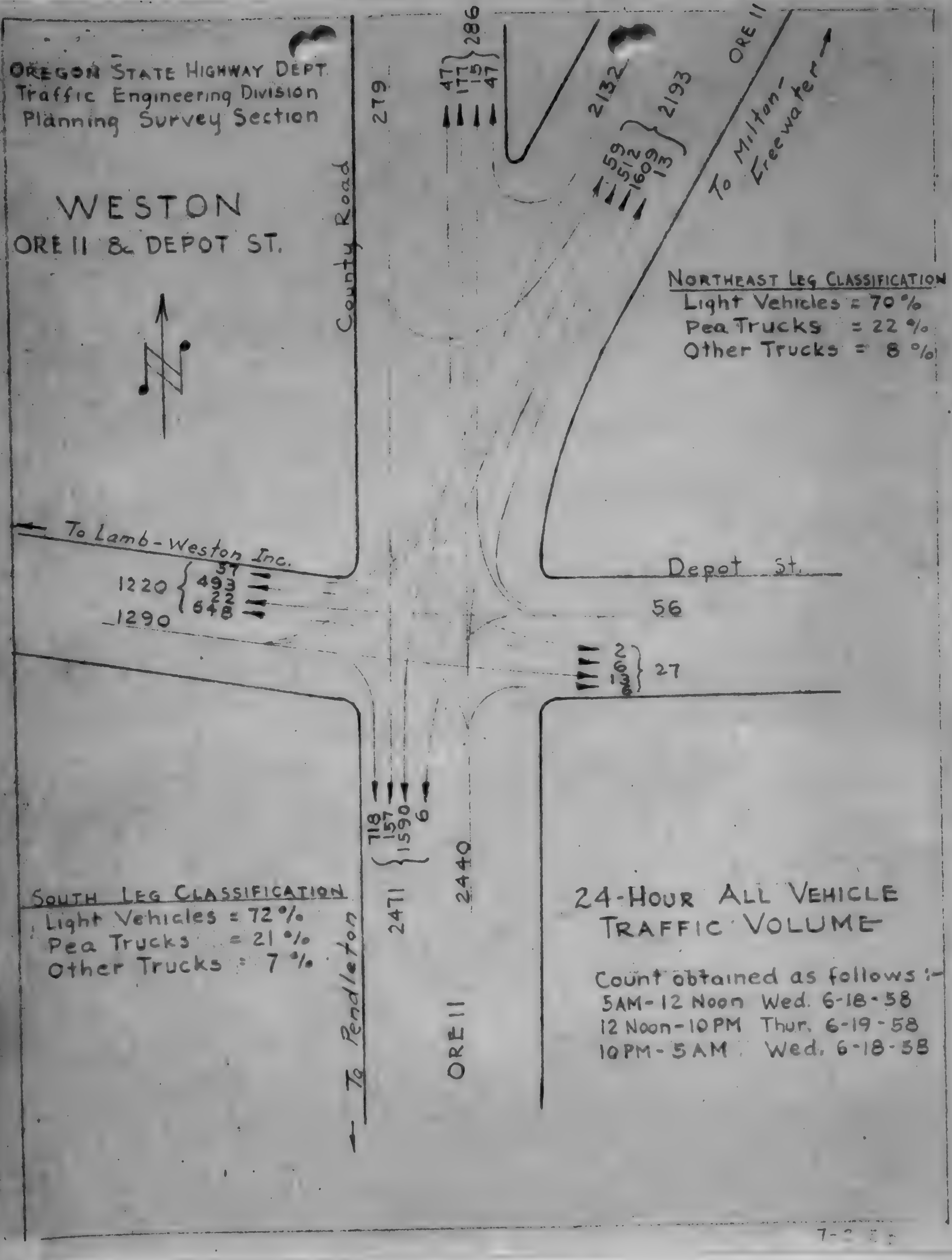
I also attach a report on "Vehicle Capacity of Highways" and call your attention particularly to the last table entitled "Design Capacity of Rural Arterial Highways". These are the capacity figures which we are using today in highway construction. This particular road which is in rolling terrain assuming the lane widths are 11 feet and some of them, I believe, are as low as 10; with commercial vehicles in excess of 20 percent; and where sight restrictions are 0 or 20 percent and greater, they would definitely be in this range, the capacity of the highway is less than 3,000 vehicles per day.

You will note that at Station 3 and 4 the average daily traffic for the year 1957 was just under 3,000 vehicles per day. During the entire period of study and during all summer months volumes greatly exceed the ADT. The design-hour volumes definitely are going to occur during these few weeks of accelerated travel and they in turn would control the design of the highway. You could interpret these capacity deficiencies to mean that from Adams to Milton-Freewater there is need for the placement of climbing lanes and/or 4-laning much of this highway, based on traffic usage.

ORIGINAL SIGNED BY J. A. [illegible]

J. Al Head
Assistant Traffic Engineer

JAH:dp
Attachments



County Road
279
47
177
15
47
286
2132
2193
59
512
1609
13
ORE 11
To Milton-Freewater
To Lamb-Weston Inc.
1220
57
493
22
648
1290
Depot St.
56
2
6
13
6
27
718
157
1590
6
2471
2440
To Pendleton
ORE 11

OREGON STATE HIGHWAY DEPT.
Traffic Engineering Division
Planning Survey Section

WESTON
ORE 11 & DEPOT ST.

NORTHEAST LEG CLASSIFICATION

Light Vehicles = 70 %
Pea Trucks = 22 %
Other Trucks = 8 %

SOUTH LEG CLASSIFICATION

Light Vehicles = 72 %
Pea Trucks = 21 %
Other Trucks = 7 %

24-HOUR ALL VEHICLE TRAFFIC VOLUME

Count obtained as follows:-
5AM - 12 Noon Wed. 6-18-58
12 Noon - 10 PM Thur. 6-19-58
10 PM - 5 AM Wed. 6-18-58

7-2-58

F-102(7) Tygh Valley Sec., The Dalles- 1961
Calif. Hwy. (Grad., Pav., & 2
#6010 structures)

RECEIVED
NOV 16 1965
FOR FILING
F-110 [illegible]
4110

FORM E-20K—COM—[illegible] SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

SUBJECT: Clarence Braden vs. State
File L-4468
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

To: Mr. C. H. Maison
Controller

Building

Enclosed are duplicate originals of voucher executed by contractor on the above case, together with one of the duplicate original releases executed by the contractor, his subcontractor and their respective attorneys.

In accordance therewith it is requested that you issue a check or draft in the amount of $5,000, payable to Clarence Braden, and forward same to this office for transmittal to the contractor's attorney.

As you will note from the voucher, staff approval of this settlement was reached on October 22, 1965. Also, at the Commission meeting on November 4, 1965, this settlement was formally approved and confirmed by the Commission.

ALAN H. JOHANSEN
Attorney

NOTED
TOM EDWARDS

AHJ:ks
enclosures

cc: Tom Edwards
G. E. Rohde
F. C. McKinney

RECEIVED
NOV 1 0 1965
OFFICE OF
[illegible]

RECEIVED
NOV 15 1965
FOR FILING

F-102(7)
6010

Form CD-121
(11-63)
(Prescr. by
A.O. 209-15)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 9, 1965

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. T. Edwards

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-102(7)
Tygh Valley Section

With reference to your letter of October 26, 1965 concerning contractor's claim on the White River Bridge, we concur with your proposal to settle this case out of court for a lump sum amount of $5,000.

As discussed previously with Mr. Merchant there will be no Federal participation in this settlement since the project has been accepted and closed in so far as the Bureau is concerned.

Copy to Mr. Merchant
11-15-65

Copy to Mr. Potter
per VDW.
sw 11-10-65

Noted

NOTED
TOM EDWARDS

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 27 1965
FOR FILING

6010

[illegible] attached
returned
10-27-65

October 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Tygh Valley Section
Contract No. 6010
FAP No. F-102(7)

Dear Mr. Parsons:

R. E. Hall Construction Company, under date of April 3, 1962, was notified by Lewis Hopkins Company, subcontractor for the structure work under the contract, that Lewis Hopkins Company intended to file a claim for extra compensation in connection with dewatering and excavation for concrete bents on the project.

By letter dated February 25, the Department was notified by Lewis Hopkins and Associates, Inc. that they had been authorized to act in behalf of the general contractor and that they were filing a claim against the State in the amount of $30,864.68.

Subsequently, suit was filed and the case was set for trial in Marion County Circuit Court on October 25, 1965. The allegations asked for relief from $2,800 liquidated damage assessment and $28,064.68 reimbursement for costs suffered due to unforeseen conditions. The principal element of the claim is erroneous and misleading foundation information on the contract drawings.

Thorough investigation of the conditions and facts indicates that the Department may have a responsibility in the case, and in the opinion of our attorneys, should the case go to trial, the State could stand to lose the case and be assessed from $20,000 to $30,000 in the court settlement.

In a conference between Department officials and Lewis Hopkins and Associates, Inc., held in department offices on October 22, Lewis Hopkins and Associates, Inc. offered to settle the case out of Court for a lump sum of $5,000. This offer is acceptable to the Department. We request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
I. D. Merchant
G. E. Rohde

(bridge) bg

OCT 1 3 1965

FORM [illegible] SOM 7-64 SP*6220-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L PORTER

Salem, Oregon
October 11, 1965

SUBJECT: Pre-Trial Report
Clarence Braden vs. State
Our File L-4468
White River Bridge
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

To: Mr. G. E. Rohde
Chief Counsel

Office

The captioned case has been set for trial in the Marion County Circuit Court on October 25, 1965. The contractor claims a sum in excess of $28,000 by reason of unanticipated costs in excavating for the footing for bent 3 on the White River Bridge, a part of this project. All of the bridge work was done by Lewis Hopkins Co., a subcontractor, and this major portion of the case is brought for that subcontractor's benefit. The contractor also claims that $2,800 liquidated damages was wrongfully assessed.

As to the major claim, relating to excavation for bent 3, the plaintiff's complaint appears to be based upon the theory that by reason of an alteration in the details of construction, namely alteration in the design of the footing, the contractor incurred extra costs for which he is entitled to be compensated. The complaint, however, is in somewhat vague terms, and the plaintiff may claim that it is broad enough to include a claim based upon a misrepresentation as to the nature of subsurface material, which was false, amounting to a breach of warranty.

The facts, as presently known, are that there was no revision of design pertinent to this work, except that the footing in question was eventually allowed to be constructed approximately four feet higher than the original plan elevation. This revision or alteration, as such, could have worked only to the contractor's benefit in that the excavation had been and would continue to be difficult, probably at a loss to the contractor, and the quantity thereof was reduced. Also, by raising the elevation, we reduced somewhat the amount of dewatering necessary to be performed.

The contractor, in prelitigation conferences, has asserted that he believed from the plans that at the location in question the excavation down to the footing elevation would be through loose sand and gravel. Our own personnel do not believe that the plans so indicate. My only evaluation of this question is that the plans, even without considering the exculpatory provisions in the specifications, fall short of any representation or warranty as to the nature of materials at this location. Further, our contract provides, specifically, that we make no representation or warranty as to the nature of subsurface materials. However, courts in other jurisdictions have disregarded such disclaimers when they find that a warranty was in fact made. Here, although I believe we have the better of the argument on the question of the existence of a warranty, it must be conceded that the question is arguable.

In any event, there were large surface boulders visible at the site of this bent. Our own personnel apparently believed that these boulders were to be found only on or near the surface. When the contractor began excavating, he found that there were nests and clumps of boulders several feet below the surface, of such size and nature as to require blasting in order to remove. It appears that our personnel did not anticipate this condition, and we can therefore scarcely argue that the contractor should have so anticipated.

At any rate, at a point 12 or 15 feet above the planned elevation shown for the footing, by mutual agreement further work was stopped in order that we could bring in the State's drill rig for further exploratory work. This was done. Our core drills indicated that at that time the contractor had nearly reached the bottom of the large boulders, and we directed him, verbally and in writing, to consequently proceed to establish the bent 3 footings at or near the plan elevation.

For some reason, our drillings were not representative of the actual conditions. The actual work showed that the large clusters of boulders continued all the way down. Had we known this, we might have revised the footing elevation 10 or 12 feet upward. Had the contractor known of the actual conditions, it seems to be conceded by our personnel that he might have continued with the excavation, even if required to plan elevation, by means different than what he used, and that as a result he did sustain additional costs.

Apparently the only explanation as to why the core drillings taken during the job failed to show the accurate conditions, is that the three test holes, by chance, passed between and through the cluster of boulders.

It thus appears that, whether or not there was any warranty in the original contract documents, we did, during the course of the job, make an innocent misrepresentation as to the nature of subsurface materials, upon which the contractor relied to his detriment. Strictly speaking, this should be insufficient to create any new or additional warranty, since it appears that there would be no additional consideration, moving toward us, to support any additional warranty.

However, we must be prepared to be depicted as giving the contractor false information, albeit innocently, as a result of which he incurred expenses which might otherwise have been avoided. In short, we will look very bad on the facts, even though, under a strictly legal analysis, our position is tenable.

The question is somewhat further complicated when considered in connection with the claim for remission of liquidated damages. The contractor ran 46 days over the specified number, and requested an extension of time. We granted 32 days, and charged the contractor 14 days liquidated damages, at $200 per day, for the $2800 which he seeks to recover in his second cause of action.

Among many reasons listed by the contractor in his request for an extension of time, was the difficulty in excavating at bent 3. This was a reason which we found to be valid, as to a time extension, and additional time was allowed for that reason. I believe we can show that the contractor, through his own inefficiency, probably lost enough time to cover the 14 days for which we did charge him, and I am not particularly concerned about the $2800, per se.

However, this may be another instance where, by attempting to help the contractor out, we can be charged with making an admission which exposes us to further liability.

The contract in question provides, in the Special Provisions, that the causes for time extension shall be "temporary suspension of work and delays occasioned by errors or changes in the plans or specifications of the contract, failure of the state, its representatives and its other contractors to act promptly in carrying out obligations and duties, and failure of the state to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids. . . ."

By granting additional time because of the difficulties in excavating at bent 3, the contractor may argue, and the court might find, that we admitted that the delay caused by such difficulty was a "delay occasioned by errors or changes in the plans or specifications." If this was true for purposes of a time extension, we will be hard-pressed to explain why it was not true for purposes of additional costs.

Assuming that the contractor is successful in establishing liability in this case, I believe it can be shown that his claimed extra costs in the amount of $28,000 includes some overlapping and other improper charges. A study of this matter in detail has not been completed, but there is an indication that we may be able to show that the additional costs did not exceed a sum as low as $18,000 or $20,000.

In summary, I believe we have a fair chance of winning this case on the law. We have a fairly good chance of losing on the facts, and if this happens the recovery will probably be from $20,000 to $30,000.

I would appreciate being advised as to what, if any, authority we have for attempting to settle this case. It is my personal opinion that the case has a settlement value of from $12,000 to $15,000, and that a settlement in that range would be in the State's best interests. If we are held liable on the basis of a misrepresentation or breach of warranty, because of an error in the plans or subsequent information given the contractor, it seems likely that the Bureau would not participate in any event. This was a Federal-aid primary project.

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: R. L. Porter
Tom Edwards
Ivan Merchant
Frank C. McKinney
J. Robert Patterson

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RE[illegible]
FEB 15 [illegible]

FOR FI[illegible]
[illegible](7)

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 10, 1965

08-35.5

Original signed by
L. R. Backlund
Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Federal-aid Project No. F-102(7)

Voucher No. Reclaim-8A - Final

The referenced voucher has been approved for payment in the amount submitted.

NOTED
LLOYD P. SHAW

Original to [illegible]
2-15-65

RECEIVED
DEC 1 1964

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: December 9, 1964

In reply refer to: 08-35.5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

NOTED
LLOYD F. SHAW

SUBJECT: Audit Report 65-835-4
Oregon Project F-102(7)

Our memorandum of October 1, 1964 covering the subject audit report advised that your final claim on Project F-102(7), Tygh Valley Section, The Dalles-California Highway, was approved for payment in the reduced net amount of $1,121.00. This deduction related to Finding No. I in the gross amount of $1,752.77. We also stated that the $326.08 in Finding V was not being deducted since the deduction on Finding I reduced your claim on construction engineering to 10%.

A subsequent review has disclosed that the effective date for application of the requirements of PPM 30-6(5), dated 6/24/63, on which Finding No. I was based, is governed by PPM 21-7(1), dated November 26, 1962 which applies to construction contracts authorized on or after January 14, 1963. In essence, the provisions of PPM 21-7(1) were inadvertently applied retroactively.

The approval of your claim should have been as follows:

As Claimed			
Total construction costs		$520,636.40	
Construction Engineering	$53,536.41		
Liquidated damages	(2,800.00)		
Net Construction Engineering		50,736.41	
Total Participating Costs			$571,372.81
As Allowed			
Total Construction Costs		$520,636.40	
Construction Engineering	$53,536.41		
Less disallowance, Finding V	326.08		
Adjusted Const. Engineering	53,210.33		
Less Liquidated Damages	(2,800.00)		
Net Construction Engineering		50.410.33	
Total Participating Costs			571,046.73
Difference (Finding V)			$ 326.08

MORE

Copy to Mason 12-16-64

Adjustment Required

Gross amount originally disallowed	1,752.77
Corrected gross amount disallowed	326.08
Gross amount subject to reclaim	1,426.69
Federal Aid Pro Rata	63.93%
Net amount subject to reclaim in even dollars	$ 912.00

Should you desire to submit a reclaim voucher, a copy of this memorandum will suffice to support your reclaim.

RECEIVED
DEC 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1964
FOR FILING

February 7, 1964

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

A post-final payment for $3,387.50 will be made to R. E. Hall Const. Co., assigned to Clarence Braden, on contract #6010 for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $515,352.63, including the post-final payment. Of the total, $8,500.57 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
F. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

cc: Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

cc: C. H. Maison
Attn.: John Herr

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DEC 3 - 1963
FOR FILING

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F 13(7)

6010 Mr. Cooper

November 27, 1963

Oregon State Highway Commission

Re: Clarence Braden v.
State of Oregon
L-4468

Gentlemen:

I report to you the filing of the case against the State of Oregon, through its State Highway Commission, in the Circuit Court of the State of Oregon for the County of Marion, by Clarence Braden involving highway construction contract No. 6010.

This construction contract was originally awarded to the R. E. Hall Construction Company for grading, paving and the building of structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

The R. E. Hall Construction Company was unable to complete the contract in accordance with the provisions thereof, and Clarence Braden, the plaintiff in this case, as the indemnitor and surety for the R. E. Hall Construction Company assumed full and complete charge as the general contractor to complete the work.

The basis of the complaint is that in the construction of the structure over the White River the contractor encountered solid rock and boulders in connection with the installation of Bent No. 3 which required drilling and shooting prior to installation. It is further alleged that the test borings indicated on the plans suggested that the only material to be encountered in the driving of piling for Bent No. 3 would be sand and loose gravel. It is further alleged that as a result of having to drill and blast because of the faulty information given to the bidders concerning the geological formation of the area involved they incurred additional expense in the sum of $28,064.68, and that they have made a demand for the additional sum of money which was denied by the Department.

As the second cause of action, plaintiff alleges that the Highway Department withheld from him the sum of $2,800.00 as liquidated damages for allegedly failing to perform the contract within

NOTED
FORREST COOPER

the contract time. It is further alleged that the delays were occasioned by the direction of the Highway Engineer and, therefore, the said sum of $2,800.00 should not be assessed against plaintiff.

This complaint has been forwarded to a staff attorney to handle and I shall keep you fully informed of the progress thereof.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
Alan Johansen

[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1963

FOR FILING

6010

Dorothy -
note on card
FQ

Salem, Oregon
Nov. 26, 1963

Mr. L. I. Lindas
Chief Counsel
Salem

Attached is a Complaint in the Circuit Court of Marion County served on me at 1:20 p.m. today.

The Plaintiff, Clarence Braden, seeks to collect the sum of $28,064.68 plus fees and interest in connection with Contract No. 6010 awarded to R. E. Hall Construction Company and taken over by Clarence Braden.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

NOTED ON CARD
dc

RECEIVED
OCT 30 1963
FOR FILING

October 30, 1963

Serval Business Service
P. O. Box 5068
Portland 13, Oregon

Attention: Mr. Keith E. Billings
Public Accountant

Gentlemen:

This is to acknowledge receipt of your letter of October 24 concerning your claim against R. E. Hall Construction Co. for accounting services in the amount of $1,350 plus interest, on Contract No. 6010.

Our records indicate that your claim was filed with the Secretary of State on October 4, 1962, and was assigned his file No. 3972.

On October 3, 1962, we advised the Fireman's Fund Insurance Company, the surety, also the agent and the contractor of the receipt of your claim and the filing with the Secretary of State.

This contract was accepted by the Highway Commission on December 14, 1962.

A copy of your letter is being forwarded to the Fireman's Fund Insurance Company to inform them that your claim is still unpaid.

For your information, we are attaching excerpts from the Oregon Revised Statutes relating to Public Contracts; also Bonds; Actions on Bonds.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Fireman's Fund Indemnity Co.
3333 California St.
San Francisco, California

R. E. Hall Construction Co.
39 S. E. 3rd St.
Pendleton, Oregon

Waldren's, Inc.
W.A. Lloyd, Resident Agent
Milton-Freewater, Oregon

KEITH E. BILLINGS
PUBLIC ACCOUNTANT

JOHN M. BILLUPS
STAFF ACCOUNTANT

ESTABLISHED 1946

SERVAL BUSINESS SERVICE
BOOKKEEPING·TAX SERVICE
PHONE ALPINE 3-3121 – 3-3122
7530 N. E. GLISAN STREET
PORTLAND 13, OREGON

MAIL ADDRESS
P. O. BOX 5066
PORTLAND 13, OREGON

October 24, 1963

State of Oregon
State Highway Dept.
Salem 10, Oregon

Attention: Floyd Query, Secretary

Dear Sir:

Since we have heard nothing on the matter for a considerable time, this is merely an inquiry as to the status of a claim filed by our firm the latter part of September, 1962 for an amount due us for accounting services rendered to R. E. Hall Construction Co. in connection with State Highway Contract No. 6010 (Tygh Valley Section of The Dalles - California Highway in Wasco County).

Attached are copies of our Notice of Claim and your letter of acknowledgement under date of October 3, 1962. We assume from your letter that a proper filing was made in regard to this claim with the Secretary of State and the Surety.

Any information or advise that you could provide in regard to this matter would be greatly appreciated.

Very truly yours,
Keith E. Billings
Keith E. Billings
Public Accountant

KEB:dr
Enc.

[illegible]

RECEIVED
OCT 25 1963
OREGON
STATE HIGHWAY COMMISSION

FINANCIAL PLANNING TAX PLANNING

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: STATE OF OREGON, By and Through
The State Highway Department

Notice is hereby given that the undersigned, Serval Business Service, 7530 N. E. Glisan, Portland, Oregon, has a claim for the accounting services rendered from approximately March 16, 1962 to September 30, 1962 in the sum of $1,350.00, together with interest at the rate of six percent (6%) per annum from October 10, 1962, until paid, against the bond taken from H. R. Hall Construction Co., as principal, and Fireman's Fund Insurance Company, as surety, for the work relating to the job known asTygh Valley Section of The Dalles-California Highway being performed under Oregon State Highway Department Contract No. 6010.

This notice is given pursuant to ORS Chapter 279.

Dated this 28th day of September, 1962.

SERVAL BUSINESS SERVICE

By KEITH E. BILLINGS
PUBLIC ACCOUNTANT

COPY

FORM E-160

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 3, 1962

Serval Business Service
Public Accountants
7530 N. E. Glisan Street
Portland 13, Oregon

Gentlemen:

This is to acknowledge receipt of your Notice of Claim stating that R. E. Hall Construction Co. owes you for accounting services in the amount of $1,350 plus interest. Your claim states that this is in connection with State Highway Contract No. 6012 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

This information will be noted in our records and we will advise the surety and the contractor of the filing.

Yours very truly,

Floyd Query
Secretary
OREGON STATE HIGHWAY COMMISSION

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MAR 19 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-102(7)

March 15, 1963

Lewis Hopkins and Associates, Inc.
221 South Third Street
P. O. Box 930
Pasco, Washington

RE: White River Bridge Claims
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

Gentlemen:

Reference is made to your telephone request of March 14, 1963 that the meeting scheduled for March 19 at 9 A.M. be changed to either March 25 or 27. Wednesday, March 27 at 9 A.M. will be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
F. D. Morgan
Construction Engineer

cc Mr. Clarence Braden
Lloyd Shaw
Ivan Merchant
Dean Swift
L. H. Young

[illegible] 1 [illegible] 1963
[illegible]
[illegible] ENGINEER

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MAR 30 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 13, 1963

Lewis Hopkins and Associates, Inc.
221 South Third Street
P. O. Box 930
Pasco, Washington

RE: White River Bridge Claims
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

Gentlemen:

Your claims for additional compensation and extension of time on this project, as outlined in your letters of February 21 and 25, 1963, have been thoroughly considered by this Department and discussed with Mr. Braden and your company on September 24 and November 16, 1962. An extension of time was granted by the Highway Commission on January 30, 1963 amounting to 32 days.

Your claims for additional compensation on the White River Bridge foundations were rejected at the above-mentioned meetings, and to date no additional information has been provided which would cause us to revise our opinion.

Should you desire further discussions in this office on this matter, we suggest 9:00 A.M. March 19 as a suitable time for such a meeting. Please advise if this is satisfactory to you. The prime contractor or his representative should be present at any meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. Hultman for
F. D. Morgan
Construction Engineer

cc Mr. Clarence Braden
Lloyd Shaw
Ivan Merchant
Dean Swift
L. H. Young

CHB:fp

RECEIVED
MAR 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
MAR 7 - 1963

FOR FILING
F-122 (7)

6610

March 7, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

#6610

Gentlemen:

A post-final payment for $394.15 will be made to R. E. Hall Const. Co., assigned to Clarence Braden, for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $511,965.13, including the post-final payment. Of the total, $8,500.57 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

cc: Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

cc: C. H. Maison
Attn.: John Herr

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FEB 14 1963

FOR FILING

[illegible]

6010

February 13, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

A post-final payment in the amount of $6,400.00 will be made to R. E. Hall Const. Co., assigned to Clarence Braden, on contract #6010 for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $311,570.78 including the post-final payment. Of the total, $8,106.42 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Resident Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

cc: Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

cc: C. H. Maison
Attn.: John Herr

9

RECEIVED
FEB 1 - 1963

FOR FILING

F-702(7)

6010

January 31, 1963

R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 31, 1963, discussed with the Engineer your request for an extension of time on contract #6010. You requested 48 additional workdays within which to complete grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 32 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Clarence Braden
22 West Alder Street
Walla Walla
Washington

cc: Dean Smith
Vernon Shell
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Watson

RECEIVED
JAN 15 1963
FOR FILING
6010

January 15, 1963

Tum-A-Lum Lumber Company
The Dalles
Oregon

Gentlemen:

Mr. Vernon E. Shull, our Resident Engineer, The Dalles, has informed us that Lewis Hopkins Company, subcontractor, owes you $301.00 for materials furnished on the Tygh Valley Section project. This appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

This contract was completed October 20, 1962, and was accepted by the Highway Commission on December 14, 1962. The Fireman's Fund Insurance Company, through Waldron's, Inc., W. A. Lloyd, Resident Agent, Milton-Freewater, Oregon, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of your unpaid bill.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Enc.

cc Mr. Vernon E. Shull
Resident Engineer, The Dalles

NOTED ON CARD
fp

January 15, 1963

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have received information from the Tum-A-Lum Lumber Co., The Dalles, advising that Lewis Hopkins Company, Subcontractor to R. E. Hall Construction Co., owes them $301.00 for materials.

This appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Waldron's, Inc.
Milton-Freewater
Oregon
Attn: W. A. Lloyd
Resident Agent

R. E. Hall Construction Co.
39 S. E. 3rd St.
Pendleton, Oregon
Clarence Braden, 22 West Alder St., Walla Walla, Wash.
Commissioners

CWH:fp

NOTED ON CARD
fp

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Unpaid Bills
Tygh Valley Section
The Dalles-California Hwy.
Contract: 6010

To: Mr. Floyd Query
Secretary
BUILDING

Herewith, copy of a letter from Vernon E. Shull, Resident Engineer, the statement from the Tum-A-Lum Lumber Company of The Dalles pertaining to an unpaid bill owed by Lewis Hopkins Company, subcontractor on the Tygh Valley Contract, No. 6010, on The Dalles-California Highway.

Please take the necessary action to insure payment of this claim.

F. D. Morgan
Construction Engineer

by Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

Encl.

cc: Dean Swift
Vernon E. Shull

Cec,
please handle
FQ

STATEMENT

TUM-A-LUM LUMBER

BUILDING MATERIAL and FUEL

Materially Yours

COMPANY

THE DALLES
OREGON

LEWIS HOPKINS CO.
221 S. 3RD ST.
PASCO, WASH.

CY 6-5414

12/25/62

MONTHLY STATEMENT--ALL BILLS DUE 10TH OF FOLLOWING MONTH

TERMS: NET CASH

AMOUNT OF REMITTANCE
$__________

DATE	JOURNAL POSTING NO.	CHARGES	CREDITS	BALANCE
BALANCE BROUGHT FORWARD			AUG '62	301.00

PAST DUE ACCOUNTS SUBJECT TO 6 PER CENT INTEREST.

PAY LAST AMOUNT IN THIS COLUMN

Tum-A-Lum Lumber Co. *Materially Yours*

This Statement Covers Purchases and Credits from the 25th of the Month to the 25th of the Following Month. If You Desire a Statement for Purchases for Any Additional Period, Phone or Write Our Office and We Will Gladly Furnish It to You.

TUM-A-LUM LUMBER COMPANY

CHARGE NUMBER

No. [illegible]
B-15689

Branch Dalles Date 8-14 1962

Sold To Lewis Hopkins Co.

Address 221 S. 3rd St.

Delivered To Pasco, Wn

CUSTOMER'S DELIVERY COPY

Your Order Number 14220

JOB 201

IF NEW ACCOUNT CHECK ☐

✓	PIECES	DESCRIPTION	SFT LFT	TOTAL UNIT	PRICE	AMOUNT	
	281	- 2 X 4 X 16' Const				291	00
		This delivery was signed by					
		A. Dietz - Job Formen					
	-	P.O. was signed by Foster B. Cain-					

PERSONAL NOTICE: We reserve the right to claim lien for all material furnished on this job according to Oregon and/or Washington lien laws.

Delivered By____ Loaded By____ Tallied By____

Rec'd By-
Sign Here:____

PHONE NUMBER

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. SERVICE CHARGE OF 1% PER MO. CHARGED ON ACCOUNTS OVER 30 DAYS OLD.

"Materially Yours" Tum-A-Lum Lumber Company

SUB-TOTAL	291	00
SALES TAX		
DRAY	10	00
TOTAL	301	00

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 9, 1963

SUBJECT: Unpaid Bills
Tygh Valley Section
The Dalles-California Highway
Contract No: 6010

To: Mr. F.D. Morgan
Construction Engineer
State Highway Dept.
Salem, Oregon

I enclose statements for one unpaid x bill owed by Lewis Hopkins Company, a Sub-Contractor

Tum-A-Lum has been unable to collect and asked our assistance.

The delivery ticket was signed by their Job Foreman, A. Dietz, while Foster Cain was Job Supt., for Hopkins.

The total of this bill is 301.00 Dollars.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

CONSTRUCTION DIVISION
JAN 10 1963

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JAN 10 1963
FOR FILING

January 8, 1962

Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

RE: Time Extension
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

Dear Sir:

Your request for an extension of time is at the present being processed. A letter has been written by the Assistant State Highway Engineer to the Commission recommending an extension of 32 days without the assessment of liquidated damages.

The Highway Commission will consider this request at its next meeting which is January 30, 1963. You will be notified immediately after the meeting as to what action was taken on your request.

If the Commission grants the recommended 32 day extension, there will still remain 14 days for which liquidated damages will be charged.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

CHB:fp

cc Lloyd Shaw
C. H. Maison
L. H. Young

RECEIVED
JAN 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 1963
FOR FILING
F-102(7)
6010

January 7, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 31, 1963 Meeting

Gentlemen:

We have received from the R. E. Hall Construction Company of Pendleton, a request for an extension of 48 workdays on the Tygh Valley grading, paving, and structures project on The Dalles-California Highway in Wasco County.

The contractor based his excavation procedure at White River Bridge on soils information shown on the plans. Variation from that information developed shortly after work began and test drilling was done by the State. This drilling and time needed to evaluate the test data resulted in delay to the contractor. For this we recommend an extension of 29 workdays.

The contractor was also shut down two days by a local strike and was delayed one day while correcting a beam elevation which had been incorrectly set by our engineering crew.

We, therefore, recommend a total extension of 32 workdays. The Bureau of Public Roads concurs in this recommendation. This project was completed on October 20, 1962, with an overrun of 46 days.

This matter will be presented to you at the January 31 meeting.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
LPS:ajw bbc

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 19, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-102(7)
Tygh Valley Section
Extension of Time

Reference is made to Mr. Porter's letter dated December 14, 1962 concerning an allowance of 32 days extension of time for completion of subject project. This would reduce the number of days for which penalty would be assessed from 46 to 14.

We concur in your recommendation.

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original to L. H. Young
1-2-63 Shaw

NOTED
LLOYD P. SHAW

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

Dear Sir:

We have received from the R. E. Hall Construction Company, Pendleton, contractor on this project, a request for an extension of 48 workdays without the assessment of liquidated damages. This matter was discussed at great length in this office on November 16 and agreement was reached on the following points:

The contractor was delayed intermittently between April 4 and April 24, 1962, while waiting for the State drill crew to make an investigation of the foundation conditions and evaluate the findings. We recommend an allowance of three days for this reason.

A carpenter's strike delayed work on this project on April 17 and 18. This was not a statewide strike, and at the time it was not precisely determined that this job was, in fact, affected. The strike was primarily directed against some local sawmills, and it has since been determined that this job was delayed, so we recommend an allowance of two days for this reason.

The plans for this project showed test hole data taken some 20 feet southerly of the site of a foundation structure. When the contractor started construction at this site, it was discovered that the test hole data was not representative, and that a "glory hole" type of excavation would be required instead of sheet pile installation from the original surface as planned.

This change in method of operation caused much confusion and delay, and it has been determined that the project was delayed some 26 days for this reason. We recommend that the 26 days be allowed.

We, therefore, recommend that a total of 32 workdays be allowed for the reasons stated above. The contract was completed on October 20 after a total of 146 days were charged. The original allowance on this job was 100 days, so the above recommendation will still leave 14 workdays overcharge.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjh: ajw

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1962

SUBJECT: Extension of Time
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

We have received from the R. E. Hall Construction Company, Pendleton, contractor on this project, a request for an extension of 48 workdays without the assessment of liquidated damages. This matter was discussed at great length in this office on November 16, and agreement was reached on the following points.

The contractor was delayed intermittently between April 4 and April 24, 1962, while waiting for the State drill crew to make an investigation of the foundation conditions and evaluate the findings. We recommend an allowance of 3-days for this reason.

A Carpentar's Strike delayed work on this project on April 17 and 18. This was not a statewide strike, and at the time it was not precisely determined that this job was, in fact, affected. The strike was primarily directed against some local sawmills, and it has since been determined that this job was delayed, so we recommend an allowance of 2-days for this reason.

The plans for this project showed test hole data taken some 20-feet southerly of the site of a foundation structure. When the contractor started construction at this site, it was discovered that the test hole data was not representative, and that a "glory hole" type of excavation would be required instead of sheet pile installation from the original surface as planned. This change in method of operation caused much confusion and delay, and it has been determined that the project was delayed some 26-days for this reason. We recommend that the 26-days be allowed.

On August 13, an error in elevation of one beam support was discovered. The error was corrected by the contractor under an Order for Extra Work, and the lost time for this cause was 1-day. We recommend that 1-day be allowed for this reason.

We, therefore, recommend that a total of 32 workdays be allowed for the reasons stated above. The contract was completed on October 20, after a total of 146-days were charged. The original allowance on this job was 100-days, so the above recommendation will still leave 14 workdays overcharge.

This matter has been discussed with the Area Engineer for the Bureau of Public Roads who concurs in this recommendation. Rough drafts to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Field Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

#1

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6010 Contractor R. E. Hall Construction Company

Highway The Dalles-California

Section Tygh Valley

Kind of Work Grading, Paving & Structures

It is recommended that such extension be granted as requested under the following terms and conditions: **Between April 4 and April 24 - allow three days while Highway Department drill rig evaluated finds in the footings.**

April 17 to 18th - allow 2 days for carpenter's strike.

April 25th to June 20th - allow 26 days for unnatural and unusual conditions encountered in footings.

August 13th - allow one day while waiting for information from Highway Department as to method to correct error made in elevation of beams at span 2.

APPROVED BY HIGHWAY COMMISSION

DATE 1/31/63 for 32 workdays

Floyd Query

Secretary

Recommended for Approval:

Dean Swift

Division Engineer

Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6010

Project designation F-102(7) State—Federal

Date awarded December 8, 1961

Work started December 15, 1961

Per cent completed 100, October 20, 1962 Date

Specified completion date 100 days

Previously extended to None

Extension requested to 32 Work Days.

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date November 2, 1962

Gentlemen:

We, the undersigned, respectfully request an extension of 48 days time, from March 1, 1962 to October 22, 1962, within which to complete our Contract No. 6010, described as follows:

The Dalles-California Highway, Tygh Valley Section, Wasco County.

The above request is based upon the following reasons:

See attached.

Respectfully submitted,

Lewis Hopkins & Associates

By: **President**

R. E. Hall Construction Co.
Contractor

By **Owner**

CONSENT OF SURETY

Date October 2, 1962

We, Fireman's Fund Insurance Co. , as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Iris Giordano
Iris Giordano
Attorney-in-fact
Akers and Jones, Inc.
B. Frank Akers
Resident Agent
Milton-Freewater, Oregon

(SEAL)

State Printing 87499

RECEIVED
JAN 2 1963
FOR FILING

[illegible]

January 2, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

Gentlemen:

On December 18, 1962, you were notified of the release of final payment on contract #6010, awarded to R. E. Hall Const. Co., assigned to Clarence Braden, for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $14,898.36 and the total contract amount is $505,170.98, including $8,106.42 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

cc: Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

cc: C. H. Maison

RECEIVED
DEC 18 1962
FOR FILING

December 18 1962

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

Contract #6010 awarded to R. E. Hall Const. Co., assigned to Clarence Braden, for grading-paving-structure on the Tygh Valley Section of The Dalles-California Highway in Wasco County, was completed October 20, 1962, and was accepted by the Highway Commission on December 14, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before December 26, 1962.

You have previously been notified of claims filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
39 SE 3rd Street
Pendleton, Oregon

cc: Mr. Clarence Braden
42 West Alder Street
Walla Walla, Washington

cc: L. H. Young
C. H. Maison

RECEIVED
DEC 17 1962

FOR FILING

[illegible]

6010

December 14, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 20 on Contract 6010. The contract was with R. E. Hall Construction Co. and was for grading, paving, and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 14, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw bbc

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DEC [illegible] 1962

FOR FILING

[illegible]

6010

December 5, 1962

Tygh Valley Sand & Gravel
Tygh Valley,
Oregon

Gentlemen:

Mr. Vernon Shull, Resident Engineer at The Dalles, has forwarded your recent letter to this office which states that Lewis Hopkins (Subcontractor) owes you a balance of $1,560.90.

Mr. Shull's letter states this is in reference to the R. E. Hall Construction Company Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County. This contract was completed on October 20, 1962, but has not yet been accepted by the Highway Commission.

The Fireman's Fund Insurance Company through Waldron's Inc., R. A. Lloyd, Resident Agent, Milton-Freewater, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime, this information will be noted in our records, and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

NOTED ON CARD
fkn

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

Mr. Vernon Shull, Resident Engineer
The Dalles, Oregon

CWH:fkn

December 5, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have received a letter from Tygh Valley Sand and Gravel, Tygh Valley, Oregon, advising that Lewis Hopkins (Subcontractor) owes them $1,580.90.

This appears to be in connection with the R. E. Hall Construction Company Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Waldron's Inc.
G. A. Lloyd, Res. Agt.
Milton-Freewater, Oregon

R. E. Hall Construction Company
39 SE 3rd Street
Pendleton, Oregon

Commissioners

CWH:fkn

December 5, 1962

Double D. Service
724 E. 3rd Street
The Dalles, Oregon

Gentlemen:

Mr. Vernon E. Shull, Resident Engineer at The Dalles, has forwarded your letter of November 27 to this office informing us that Lewis Hopkins owes you $179.50.

Mr. Shull stated in his letter that Lewis Hopkins was a subcontractor to R. E. Hall Construction Company on Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County. This contract was completed on October 20, 1962, and has not yet been accepted by the Highway Commission.

The Fireman's Fund Insurance Company through Waldron's Inc., W. A. Lloyd, Resident Agent, Milton-Freewater, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the interim, this information will be noted in our records, and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

Mr. Vernon Shull, Resident Engineer
The Dalles, Oregon

CWH:fkn

December 5, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have received a letter dated November 27 from Double D. Service, 724 E. 3rd Street, The Dalles, Oregon, stating that Louis Hopkins (Subcontractor) owes them $179.50.

This appears to be in connection with the R. E. Hall Construction Company Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Waldron's Inc.
H. A. Lloyd, Res. Agt.
Milton-Freewater, Oregon

R. E. Hall Construction Company
39 SE 3rd Street
Pendleton, Oregon

Commissioners

CWH:fkn

FORM E-30 90M 5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1962

SUBJECT: Tygh Valley Section
The Dalles-California Highway
Contract: 6010

To:

Mr. Floyd A. Query
Secretary
OFFICE

Herewith, letters from Mr. Vernon Shull, Resident Engineer, Mr. Fred L. Ashley, and Double D. Service advising that there are two outstanding bills which have not been paid on the Tygh Valley Contract, No. 6010.

Please take whatever action is necessary for the handling of these claims.

F. D. Morgan
Construction Engineer

by Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

Encls.

cc: Vernon Shull

NOTED
C. W. HEAD

FORM E-30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
Nov. 28, 1962

SUBJECT: Unpaid Bills
Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

To: Mr. E. A. Pease
Construction Office Engineer
State Highway Department
Salem, Oregon

I enclose statements of two unpaid bills owed to suppliers by the contractor.

These people have been contacting me by telephone so I told them to give me a written statement and I would forward to Salem and probably someone could exert pressure on the R. E. Hall Company.

Although the billing is to the Lewis Hopkins Company their Sub-Contract was written up in such a way that Hall was to furnish all materials.

The R. E. Hall Co. has been taken over by Clarence Braden.

Please advise.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

PHONE 9 F 28

TYGH VALLEY SAND & GRAVEL
"YOUR BUILDING SUPPLIES FROM THE GROUND UP"
HARDWARE, PAINTS AND ROOFING INSTALLED
JACUZZI IRRIGATION AND DOMESTIC PUMPS
ZENITH APPLIANCES
TYGH VALLEY, OREGON

MR. Verne Shull
Oreg. State Hiway Eng.
The Dalles Oreg.

Would like to advise you that Lewis Hopkins Contractors still owe us a balance of $1580.90 which we would like for you to take care of if you please and we have call Lewis Hopkins Company and they said it was out of their hands.

Thank you Very much
Sincerely yours.
Fred L. Ashley

The Dalles, Oregom
Nov. 27, 1962

Clarence Braden
22 W. Alder
Walla Walla, Washington

Dear Sir:

Lewis Hopkins account with us in the amount of $179.50 has not been paid, after sending numerous statements. We would appreciate your giving this matter your immediate attention. Thank you.

Yours truly,

Dale Jones
Double D. Service
724 E. 3rd Street
The Dalles, Oregon

nj/DJ

Copy

RECEIVED
DEC 5 1962
FOR FILING

December 5, 1962

Fireman's Fund Insurance Co.
3333 California Str.
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $972.79 which has been filed with the Secretary of State by Benson & McLaughlin for accounting and auditing services performed at the request of R. E. Hall Construction Co.

This appears to be in reference to the R. E. Hall Construction Co. contract #6010 for grading, paving, and structures on the Tygh Valley Section of the Dalles-California Highway in Wasco County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

CH:al

cc:
Waldron's Inc.
[illegible]. A. Lloyd, Res. Agt.
Milton-Freewater, Oregon

R. E. Hall Const. Co.
39 SE 3rd St.
Pendleton, Oregon

Glenn L. Jackson
David B. Simpson

NOTED ON CARD
ah

BENSON & McLAUGHLIN
CERTIFIED PUBLIC ACCOUNTANTS
725 MINOR AVENUE
SEATTLE 4
MAIN [illegible]

November 25, [illegible]

[illegible]
[illegible] of Oregon
[illegible], Oregon

[illegible]:

[illegible] hereby given that the undersigned, [illegible] Certified Public Accountants, ha[illegible] [illegible] services performed by Vern Thor[illegible] [illegible] H. H. Hall Construction Co. in [illegible] from H. H. Hall Construction Co., [illegible] Insurance Co., as surety, for [illegible] of the [illegible] Valley [illegible] of the [illegible]-California Highway, Oregon State Highway, Contract No. [illegible].

Very truly yours,

BENSON & McLAUGHLIN

[illegible]

cc: [illegible]
H. H. Hall Construction Co.
[illegible] Insurance Company

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

November 29, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Henry V. Benson, Jr., c/o Benson & McLaughlin, 725 Minor Avenue, Seattle 4, Washington and filed as of this date, a notice of claim by Benson & McLaughlin, for accounting and auditing services performed by Vern Thoreson of this firm at the request of R. E. Hall Construction Co., in the sum of $972.79 against the bond taken from R. E. Hall Construction Co., principal and Fireman's Fund Insurance Co., surety for work relating to the Tygh Valley section of the Dalles-California Highway, Oregon State Highway Contract No. 6010.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

Lee
please copy
JG

RECEIVED
NOV 30 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 11 1962

FOR FILING

F-162 (7)

6010

W. L. MINNICK
H. H. HAHNER

MINNICK & HAHNER
LAWYERS
JONES BUILDING
P. O. BOX 218
WALLA WALLA, WASHINGTON

AREA CODE 509
JACKSON 5-5800

December 3, 1962

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Benson & McLaughlin, Certified Public Accountants, on November 23, 1962 mailed to you a claim for accounting and auditing against the bond taken from R. E. Hall Construction Co. as principal and Fireman's Fund Insurance Co. as surety, for accounting work allegedly done relating to the Tygh Valley section of the Dalles-California Highway, Oregon State Highway Contract No. 6010.

We are writing this letter on behalf of Mr. Clarence Braden to advise you that the alleged accounting and auditing services were not supplied for the prosecution of the work provided for in Oregon State Highway Contract No. 6010. Any work performed by the accountants must have been done at the request of Cecil Hall and must have been done for the purpose of assembling information to prosecute a claim against the State of Oregon.

Very truly yours,

H. H. Hahner

H. H. Hahner

HHH:cc

cc: Mr. Clarence Braden
Mr. Cecil Hall
Fireman's Fund Insurance Co.
Benson & McLaughlin

RECEIVED
DEC 5 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 29 1962
FOR FILING

6010

November 29, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Semi-final payment on Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County, will be released to the contractor, R. E. Hall Construction Company, assigned to Clarence Braden, after December 6, 1962.

This payment will be in the amount of $7,766.15 and the amount of retained percentage will be adjusted to $14,912.36.

You have been advised previously that claims have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: R. E. Hall Construction Company
39 S. E. 3rd Street
Pendleton, Oregon

Waldron's Inc.
E. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

Clarence Braden
22 West Alder Street
Walla Walla, Washington

Mr. C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 10, 1962

Section Tygh Valley

Kind of work Grading, Paving & Structures

Highway The Dalles-Calif. County Wasco

Section prefix 33-1073

Contractor R.E. Hall Const. Co.

Contract number 6010

Date of contract Dec. 8, 1961

Specified work days 100

Date work started Dec. 15, 1961

Work days used 146

Project authorization $607,655.25

Exclusive of engineering $564,444.21

Per cent of time elapsed 146 %

Estimated cost of completed project, exclusive of engineering Includes Liquidated Damages $514,424.17

Estimated per cent overrun or underrun - 8.9 %

Per cent of contract completed, based on estimated cost 99.4 %

Engineering authorization $43,211.04

Engineering cost to date $53,000.00, 122.3 %

Date project was completed Oct. 20, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-final was sent to Bend.

Mr. Schwiesow was over the job for the final field inspection of Contract items Thursday.

This is the final report.

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
JOHN P. OAKES

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.15	2.15		2.15	2.22
Miles partially completed	2.15	2.15		2.15	2.22
Miles completed	2.15	2.15		2.15	2.22
Total estimated quantities (contract)	255,650 cy	56,300 Ton		46 Ton	9,750 Ton
Total quantities corrected to date	243,235	50,320		45.5	9,397
Estimated quantities moved or placed to date	243,235	50,320		45.5	9,397
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift.					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 14 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 9, 1962

Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

Re: Tygh Valley Project
Contract No. 6010

Dear Mr. Braden:

Your letter of November 7 expressed the desirability of a meeting in this office to discuss liquidated damage time charged to Tygh Valley Contract No. 6010.

It appears there are certain matters that have not heretofore been disclosed, and for this reason we are agreeable to a meeting as proposed by you. As for a date and time of the meeting, 1:00 P.M. on November 16 is the most desirable for us at this time.

Will you please advise if this time and date is agreeable to you.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

GLD:bjh

cc: R. L. Porter
Ivan Merchant
Dean Swift

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1962
FOR FILING

October 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1962, on Contract No. 6010, Tygh Valley Section, in Wasco County, in connection with Federal-aid Project No. F-102(7).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:____________________

Conditions noted on above date:

DWP:mmb
cc: H. S. Cox

A. W. Parsons
Division Engineer

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

Mr. Lauren M. Lucas
414 S.E. 17th, Apt. 12
Pendleton, Oregon

Dear Mr. Lucas:

This will acknowledge receipt of your "Notice of Claim", dated October 12, 1962, in the amount of $964.27, plus interest, for accounting services performed for R. E. Hall Construction Company. Your claim states this is in reference to R. E. Hall Construction Company Contract No. 6010.

So there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the meantime this information will be noted in our records and we will advise the surety and the contractor of the receipt of the claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim for filing, dated October 12, 1962, in the amount of $964.27 plus interest, received from Lauren M. Lucas, Pendleton, for accounting services performed for R. E. Hall Construction Company.

This appears to be in connection with the R. E. Hall Construction Company Contract No. 6010, for grading, paving and structures on Tygh Valley Section of The Dalles-California Highway, Wasco County.

Please acknowledge receipt on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Att.

CWH:jmc

NOTED ON CARD

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Please note on card —
C.H.

Lou C
F.P.

October 23, 1962

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim for filing, dated October 12, 1962, in the amount of $964.27 plus interest, received from Lauren M. Lucas, Pendleton, for accounting services performed for R. E. Hall Construction Company.

This appears to be in connection with the R. E. Hall Construction Company Contract No. 6010, for grading, paving and structures on Tygh Valley Section of The Dalles-California Highway, Wasco County.

Please acknowledge receipt on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Att.

File #3975

FILED
OCT 25 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 25 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 25 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A notice of claim, dated October 12, 1962, has been received from Lauren M. Lucas, Pendleton, advising that R. E. Hall Construction Company owes him for accounting services in the amount of $964.27 plus interest.

This appears to be in connection with the R. E. Hall Construction Company Contract No. 6010, for grading, paving and structures on Tygh Valley Section of The Dalles-California Highway, Wasco County. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Waldron's Inc.
W. A. Lloyd, Resident Agent
Milton-Freewater, Oregon

R. E. Hall Construction Co.
39 S.E. 3rd Street
Pendleton, Oregon

G. L. Jackson
D. B. Simpson

NOTED ON CARD

NOTICE OF CLAIM

TO: STATE OF OREGON, By and Through
The State Highway Department

Notice is hereby given that the undersigned Lauren M. Lucas, has a claim for accounting services from approximately ~~March 15~~ August 1, 1962 to October 4, 1962 to the R. E. Hall Construction Co. in the sum of $964.27, together with interest at the rate of six per cent (6%) per annum from October 10, 1962, until paid, against the bond taken from R. E. Hall Construction Co., as principal, and Fireman's Fund Insurance Co., as surety for work relating to the Tygh Valley Section of The Dalles-California Highway being performed under Oregon State Highway Department Contract No. 6010.

This notice is given pursuant to ORS Chapter 279.

Dated this 12th day of October, 1962

Lauren M Lucas

Lauren M. Lucas
414 S. E. 17th - Apt. 12
Pendleton, Oregon

RECEIVED
DEC 18 1962
FORM E-30 80M 6-61 36881
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 19, 1962

SUBJECT: Termination Agreement
Clarence Braden - R. E. Hall
Construction Co.
Contract No. 6010
Tygh Valley Section
The Dalles-California Hwy.

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

As requested, we have examined the subject Termination Agreement and find that it is in order and effective for the purpose intended. This transaction appears to be subject to Art. 1.8.1 of the Standard Specifications, requiring the Highway Commission's prior written consent to any assignment of the contract. (1) We assume that such consent was given when the payments were assigned to Mr. Braden last February. If not, your letter of October 11, 1962 to Mr. Braden appears to constitute such consent.

As discussed in our telephone conversation, it would appear advisable to expressly call Mr. Braden's attention to the fact that this project is still subject to all applicable contract provisions and statutes. We are enclosing a proposed form of letter to him for such purpose, and also notifying the surety (whose identity is not known to us) of this transaction.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.

(1) Contract not assigned, only estimate payments. Surety's consent obtained.

cc: L. I. Lindas
C. H. Maison

Ferree says contract expected to be complete 10-19
Completed 10-20
accepted

NOTED
FLOYD QUERY

ROUGH DRAFT
AMJ:ks;vls
10/19/62

Mr. Clarence Braden
22 W. Alder
Walla Walla, Washington

Re: Termination Agreement
Clarence Braden-L.E. Hall Construction Co.
Contract No. 6010
Tygh Valley Section
The Dalles-California Highway

Dear Mr. Braden:

As indicated in our letter of October 11, 1962, the Termination Agreement between you and L. E. Hall Contruction Co. has been submitted to Mr. L. I. Lindas, our Chief Counsel, for study.

Mr. Lindas has suggested that we call to your attention the fact that this project will still be subject to all applicable contract provisions and statutes. For your convenience, we have attached to this letter, and particularly call your attention to, copies of Article 1.7.29 of the Standard Specifications, and of ORS 279.314 and ORS 366.420.

By copy of this letter to ________________________________, surety on this contract, we are formally notifying them of the Termination Agreement, in case they have not received such notice, and are sending them a copy thereof.

Very truly yours,

To be signed by Floyd Query

Enclosure

cc: L. I. Lindas
C. F. [illegible]
The Surety Company

1.7.29. Payment of Bills by Contractors

The contractor shall promptly make payment for labor, material, supplies and provisions, at such times as they become due and payable, to all persons supplying said contractor or his subcontractor with labor, services, materials, supplies or provisions for the prosecution of the work provided for in the contract, and he shall not permit any lien or claim to be filed or prosecuted against the State of Oregon, the Highway Commission, the members thereof, its officers, agents and employes, for or on account of any labor, services, material, supplies or provisions furnished.

In the event that said contractor fails, neglects, or refuses to make prompt payment of any claim for labor, services, materials, supplies or provisions furnished by any person in connection with the contract as said claim becomes due, whether said labor, services, materials, supplies or provisions be performed or furnished for said contractor or for his subcontractor, then, and in such event, the Highway Commission may pay such claim to the person or persons furnishing such labor, services, materials, supplies or provisions and charge the amount thereof against funds due or to become due said contractor by reason of the contract. The payment of any such claims in the manner herein authorized will not, however, relieve the contractor or his surety from his or its obligations with respect to any unpaid claims.

279.314 Condition concerning payment of claims by public officers. (1) Every public contract shall also contain a clause or condition that, if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, county, school district, municipality, municipal corporation or subdivision thereof, as the case may be, may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract.

(2) The payment of a claim in the manner authorized in this section shall not relieve the contractor or his surety from his or its obligation with respect to any unpaid claims.

366.420 Effect of assignment of funds earned under highway contract. No assignment of funds earned under a contract for highway construction, improvement or maintenance shall be approved or recognized by the commission which may in any way jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract or which may in any way impair the funds available for such purposes. Any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work have been paid shall be void as against the debts or claims incurred in connection with the performance of the work.

RECEIVED
OCT 12 1962
FOR FILING

[illegible]

October 11, 1962

Clarence Braden
22 W. Alder
Walla Walla, Washington

Dear Mr. Braden:

We have your letter of October 8 and the Termination Agreement with R. E. Hall Construction Co., which agreement is between the Construction Co. and yourself and pertains, among other things, to our Contract No. 6010 for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

Completion of the contract, of course, will be required under the terms of the contract.

The forwarding of estimates for signature and estimate payments on this contract will be sent to you as outlined in our letter of February 16, 1962. We will use the address that you have given us - Clarence Braden, 22 W. Alder, Walla Walla, Washington.

The Termination Agreement is being sent to Mr. L. I. Lindas, our Chief Counsel, for study as to how it affects State Highway Contract No. 6010.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. L. I. Lindas
Mr. C. H. Maison

FQ:fp

NOTED ON CARD

Clarence Braden

Walla Walla, Washington
22 West Alder Street

October 8, 1962

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Enclosed is Termination Agreement with R.E. Hall Construction Co. which I believe is self-explanatory.

I feel sure you will agree that probably this should have been done long ago. I regret very much that Mr. Hall did not develope into a successful contractor.

This afternoon I discussed with Mr. Head by phone regarding a claim filed by the Serval Business Service in the amount of $1,350 plus interest. As I told Mr. Head, this is not a justifiable claim. Mr. Hall entered into a contract with them for accounting services. Later, the outcome of a meeting in Pendleton with the Serval Business representative resulted in the contract being verbally terminated and a final statement was received from them and a check remitted marked "final settlement" which they accepted. I appreciate the fact that this filing will not hold up any estimates in connection with the job.

Yours truly,

Clarence Braden
Clarence Braden

cb:ew

P.S. It is very important that we receive estimates for signature and all other correspondence in connection with R.E. Hall Construction. Please mail to: Clarence Braden, 22 W. Alder, Walla Walla, Wash.

TERMINATION AGREEMENT

WHEREAS, R. E. Hall doing business as R. E. Hall Construction Co., of Pendleton, Oregon, hereinafter called "Hall", and Clarence Braden, of Walla Walla, Washington, hereinafter called "Braden", have heretofore entered into working and financial agreements and contracts for highway construction work, and

WHEREAS, Hall is presently indebted to Braden in a sum of approximately $357,000, and

WHEREAS, the parties desire to terminate their agreements and to settle, by compromise, the sums due from Hall to Braden,

NOW, THEREFORE, it is mutually agreed:

C.E.H CB

1. Hall agrees to sign and execute an assignment of all monies except monies due from claims to be made by Hall against the Government which may have become due or may hereafter become due to Hall and Braden on the Signal Peak project, being Contract No. 14-20-0500-1344 by and between the United States of America, Department of Interior, Bureau of Indian Affairs, and R. E. Hall Construction Co. and Clarence Braden, all as more particularly described in a separate instrument entitled "Assignment", which is made a part of this agreement.

2. Hall agrees to sign and execute a Bill of Sale and thereby convey to Braden all of the machinery and equipment in which Hall has an interest, except as otherwise provided herein, as itemized in a separate Bill of Sale, which is made a part of this agreement.

3. Hall agrees to sign and execute all Certificates of Title and other legal instruments necessary to transfer and convey the equipment described in the Bill of Sale to Braden.

4. Hall does hereby transfer and convey all of his right, title, and interest to Braden in all monies which have become due or may hereafter become due to Hall and/or Braden on the Bally Mountain Road project, the Tygh Valley project, and the Signal Peak project, except monies received from claims, which sums all belong to Hall.

C.E.H
es

5. That as of October 6, 1962 Hall is relieved of all further responsibility and duties required under the construction contracts for the Bally Mountain Road project, the Signal Peak project, and the Tygh Valley project. At the close of business October 5, 1962 the pay rolls for all persons employed by Hall will be paid in full and Hall will have no further authority with respect to said projects and he will be relieved of all further responsibility. Braden agrees to and does hereby assume all obligations and duties required under the contracts and agrees to complete said projects in full, including any obligation to pay any and all liquidated damages due or to become due on any of said projects. Braden agrees to pay any and all sums due to subcontractors on open account and taxes directly relating to the projects. Braden agrees to indemnify and save Hall harmless from any and all claims including liquidated damages of every kind and nature now in existence or that may hereafter be made arising under any of said projects. Braden assumes and agrees to complete in full each contract for the Bally Mountain Road, Signal Peak, and Tygh Valley projects.

Contract 6010

C.E.H
es

6. Braden agrees to pay in full any and all sums due J. Arlie Bryant on the Signal Peak project. Braden agrees to indemnify and hold and save Hall harmless from and against any and all claims of any kind and nature made because of the subcontracts with Bryant.

7. Braden agrees that Hall may retain as his own property the following equipment: one 1962 pickup, one electric welder, one Chevrolet Flatbed Truck,

office equipment and supplies, C.E.H

one 1962 Chevrolet Sedan normally driven by Cecil Hall, /and one other passenger vehicle normally used and driven by Mrs. Cecil Hall. Braden releases all of his right, title and interest and claim in and to these items of equipment. Any sums due persons, other than Braden, on these items of equipment retained by Hall, will be paid by Hall.

8. Braden is not obligated to pay any bills or debts hereafter incurred by Hall.

9. Any rights that Hall had to bind Braden as an agent are hereby terminated.

10. Braden agrees to assign and transfer, by separate instrument, all of Braden's right, title and interest to any suit or claim for damages that Hall and Braden may have against the United States of America, Department of Interior, Bureau of Indian Affairs on the Signal Peak project. Any expenses heretofore or hereinafter incurred in the prosecution of this claim and/or suit will be Hall's obligation to pay, and Hall agrees to indemnify, hold and save Braden harmless from all sums now due or hereinafter become due in connection with the prosecution of such damage claim or suit.

11. Upon delivery to Braden in Walla Walla, Washington of all the equipment itemized in the Bill of Sale, and upon performance by Hall of all of the covenants and agreements herein contained, Braden will cancel all of the promissory notes signed by Hall on which there is a principal now owing of $381,382.12, with unpaid interest of $18,077.93. Braden will also cancel all rental payments and miscellaneous charges due from Hall to Braden which now total $47,689.01. It is understood and agreed that Paul R. Cressman of the firm of Short & Cressman is to hold the promissory notes in escrow to be delivered to Hall upon full performance of the covenants and agreements set forth herein. Hall agrees to maintain his Pendleton, Oregon office at his sole expense and to transmit to Braden any and all correspondence relative to the

CEH
CB

projects.

12. Braden assumes and agrees to pay any sums due on the machinery and equipment transferred to Braden.

13. The parties do release upon performance of each and every covenant and agreement herein contained by each party, then each does release the other, his heirs and assigns from all sums of money, accounts, actions, claims and demands up to the date of this instrument.

14. Cecil Hall covenants that he has a legal and valid Power of Attorney given to him by Ronald E. Hall dated May 28, 1959 and that said Power of Attorney is in full force and effect and has not been revoked or cancelled.

IN WITNESS WHEREOF, R. E. Hall Construction Co. and Clarence Braden have caused these presents to be signed this 3d day of October, 1962.

R. E. HALL CONSTRUCTION CO.

By C E Hall

Its attorney In Fact

Clarence Braden

CLARENCE BRADEN

STATE OF WASHINGTON)
) SS
COUNTY OF KING)

On this 3d day of October, 1962, before me appeared Cecil Hall, as attorney in fact for R. E. Hall Construction Co., and Clarence Braden, to me personally known, being duly sworn, did say that they executed the foregoing instrument individually and on behalf of said company, and acknowledged said instrument to be their free act and deed.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public in and for the State
of Washington, residing at Seattle

projects.

12. Braden assumes and agrees to pay any sums due on the machinery and equipment transferred to Braden.

13. The parties do release upon performance of each and every covenant and agreement herein contained by each party, then each does release the other, his heirs and assigns from all sums of money, accounts, actions, claims and demands up to the date of this instrument.

14. Cecil Hall covenants that he has a legal and valid Power of Attorney given to him by Ronald E. Hall dated May 28, 1959 and that said Power of Attorney is in full force and effect and has not been revoked or cancelled.

IN WITNESS WHEREOF, R. E. Hall Construction Co. and Clarence Braden have caused these presents to be signed this 3d day of October, 1962.

R. E. HALL CONSTRUCTION CO.

By C E Hall

Its Attorney In Fact

Clarence Braden

CLARENCE BRADEN

STATE OF WASHINGTON)
) SS
COUNTY OF KING)

On this 3d day of October, 1962, before me appeared Cecil Hall, as attorney in fact for R. E. Hall Construction Co., and Clarence Braden, to me personally known, being duly sworn, did say that they executed the foregoing instrument individually and on behalf of said company, and acknowledged said instrument to be their free act and deed.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public in and for the State
of Washington, residing at Seattle

RECEIVED
OCT 8 1962
FOR FILING

6010

October 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental covering State's share of flagging on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

This supplemental order is necessary to take care of overrun of flagging.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
OCT 5 1962
FOR FIL

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6010

October 3, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. S ephens

Dear Sir:

Attached for filing is a Notice of Claim, dated September 28, 1962, received from Servel Business Service, Portland, stating that R. E. Hall Construction Co. owes them for accounting services in the amount of $1,350 plus interest.

From the description in the claim this appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

Please acknowledge receipt of the claim on the enclosed copy of this letter.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3972

FILED
OCT 4 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 4 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 5 1962
OREGON
STATE HIGHWAY COMMISSION

October 3, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a Notice of Claim, dated September 28, 1962, received from Serval Business Service, Portland, stating that R. E. Hall Construction Co. owes them for accounting services in the amount of $1,350 plus interest.

From the description in the claim this appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

Please acknowledge receipt of the claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

RECEIVED
OCT 4 1962
FOR FILING

6010

October 3, 1962

Serval Business Service
Public Accountants
7530 N. E. Glisan Street
Portland 13, Oregon

Gentlemen:

This is to acknowledge receipt of your Notice of Claim stating that R. E. Hall Construction Co. owes you for accounting services in the amount of $1,350 plus interest. Your claim states that this is in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

This information will be noted in our records and we will advise the surety and the contractor of the filing.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

October 3, 1962

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

A Notice of Claim has been received from Serval Business Service, Portland, advising that R. E. Hall Construction Co. owes them for accounting services in the amount of $1,350 plus interest. This appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

We have forwarded this claim to the Secretary of State for filing. Attached is a copy of it.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Waldron's, Inc.
Milton-Freewater
Oregon
Attn: W. A. Lloyd
Resident Agent

NOTED ON CARD

R. E. Hall Construction Co.
39 S. E. 3rd Street
Pendleton, Oregon

Commissioners

CWH:fp

NOTICE OF CLAIM

TO: STATE OF OREGON, By and Through
The State Highway Department

Notice is hereby given that the undersigned, Serval Business Service, 7530 N. E. Glisan, Portland, Oregon, has a claim for the accounting services rendered from approximately March 16, 1962 to September 30, 1962 in the sum of $1,350.00, together with interest at the rate of six percent (6%) per annum from October 10, 1962, until paid, against the bond taken from R. E. Hall Construction Co., as principal, and Fireman's Fund Insurance Company, as surety, for the work relating to the job known asTygh Valley Section of The Dalles-California Highway being performed under Oregon State Highway Department Contract No. 6010.

This notice is given pursuant to ORS Chapter 279.

Dated this 28th day of September, 1962.

SERVAL BUSINESS SERVICE

By Keith E. Billings
Public Accountant

RECEIVED
OCT 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1962
FOR FILING

D Cook

September 27, 1962

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

The Secretary of State has advised us that on September 20, 1962, he filed a claim in the amount of $8,454.00 by George M. Philpott Co., Oreg. Ltd., Portland, against R. E. Hall Construction Co., for rental of equipment and furnishing of parts and materials to Lewis Hopkins Co., subcontractor.

This appears to be in connection with State Highway Contract No. 6010 with R. E. Hall Construction Co. for grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County. A copy of the claim is attached.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Waldron's, Inc.
Milton-Freewater
Oregon
Attn: Mr. W. A. Lloyd
Resident Agent

NOTED ON CARD
dc

R. E. Hall Construction Co.
39 S. E. 3rd Street
Pendleton, Oregon

Commissioners

fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

September 20, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from James G. Magnus, c/o George M. Philpott Co. Oreg., Ltd, 2353 N. W. 21st Avenue, Portland 9, Oregon, and filed as of this date, a notice of claim by George M. Philpott Co. Oreg., Ltd. for the rental of equipment and furnishing of parts and materials from approximately February 13, 1962 to July 10, 1962, to Lewis Hopkins Co., in the sum of $8,454.00 together with interest at the rate of six per cent per annum from August 10, 1962, until paid, against the bond taken from R. E. Hall Construction Co., principal and Fireman's Fund Ins. Co., surety, for the work relating to the Tygh Valley Highway and bridge out of Maupin being performed under Oregon State Highway Department Contract No. 6010.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

Geo C Stephens
By
Public Records Section

GS:FK
Enc.

RECEIVED
SEP 27 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTICE OF CLAIM

TO: STATE OF OREGON, By and Through
The State Highway Department

Notice is hereby given that the undersigned GEORGE M. PHILPOTT CO. OREG., LTD. has a claim for the rental of equipment and furnishing of parts and materials from approximately February 13, 1962, to July 10, 1962, to LEWIS HOPKINS CO., in the sum of $8,454.00, together with interest at the rate of six per cent (6%) per annum from August 10, 1962, until paid, against the bond taken from R. E. Hall Construction Co., as principal, and Fireman's Fund, Ins. Co. as surety, for the work relating to the Tygh Valley highway and bridge out of Maupin being performed under Oregon State Highway Department Contract No. 6010.

This notice is given pursuant to ORS Chapter 279.

Dated this 19th day of September, 1962.

GEORGE M. PHILPOTT CO. OREG., LTD.

BY ______________________

File #3968

FILED
SEP 20 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 20 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 26 1962
FOR FILING

FORM E-30X—50M—5-62

6010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1962

SUBJECT: Tygh Valley Section
The Dalles-California Highway
Contract No. 6010

To:

MEMO TO THE FILES

On September ~~17~~ 24, 1962 a meeting was held in the office of Ivan D. Merchant, Bridge Engineer, with L. A. Hopkins and a Mr. Ackerman representing L. A. Hopkins & Associates, Bridge Contractors, and Ivan Merchant, L. R. Allen and G. L. Decker representing the Highway Department.

R. E. Hall Construction Company is prime contractor on this project. Mr. Hopkins, as bridge subcontractor, had requested the meeting to present what he contended were valid claims for extra compensation.

The subcontractor's chief claim was fot footing excavation through material much more difficult to remove than indicated by drill logs shown on the plans. This claim was denied.

While not presented specifically as a basis for claim, objection was lodged to delay in receiving on the job decisions. In running down a specific case, it was found instructions had been given verbally and confirmed by letter at a later date.

The bridge subcontractor intimated they had suffered considerable financial loss and was concerned about a workday charge being passed on to him by the prime contractor. The bridge construction had been delayed by the steel strike and he was assured this would be considered, along with all other factors, in the event an extension of time was requested.

Mr. Hopkins was not shaken from his belief that actual job conditions formed the basis for valid extra compensation. As the meeting closed, his expressed intention was to engage legal counsel.

G L Decker
G. L. Decker
Field Construction Engineer

GLD:fp
cc R. L. Porter ✓
Ivan Merchant
L. R. Allen

NOTED
R. L. PORT

RECEIVED
SEP 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1962
FOR FILING
F-102(7)
6010

477 Cottage Street N.E.
Salem, Oregon

September 12, 1962

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-102(7) Tygh Valley Section
The Dalles-California Highway
Seeding and Mulching

Reference is made to your letter dated August 27, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest, in accordance with PPM 21-4.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
9-13-62

[illegible]

RECEIVED
AUG 27 1962
FOR FILING

6010

August 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal Aid Project No. F-102(7).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,000.00, with Federal participation of $1,660.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Enc.
DBP:mmb

RECEIVED
UG 10 1962
FOR FILING

[illegible]
6010

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4(Suppl.), covering restoration of a spring on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

This work over ran the original order which was approved by BPR June 8, 1962.

This supplemental order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

DBP:ra
[illegible]

RECEIVED
JUL 19 1962

FOR FILING

F- -1

6010

July 19, 1962

Mr. Clarence Braden
22 West Alder Street
Walla Walla, Wn.

Dear Mr. Braden:

After writing to you on July 12 concerning the assigning of estimates on Contracts 5894 and 6010, assigned to you by R. E. Hall Construction Co., I discussed this matter with a member of our legal staff. He was of the opinion that there might be reasons why the State should not send estimates to the assignee for signature.

The matter has not been resolved completely, I believe, and I give you this information so that you may be advised. I am sure, however, that some agreeable procedure can be determined when you and your attorney come to the Salem Office on July 23.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

RECEIVED
JUL 13 1962
FOR FILING

6010

July 12, 1962

Mr. Clarence Braden
22 W. Alder
Walla Walla, Wn.

Dear Sir:

As a follow-up to our phone conversation of this afternoon, I checked with Mr. Carl Smith in our Accounting Division as to the sending of estimates to the contractor, which have been assigned. This is a policy which has been followed for a considerable number of years.

I was advised, however, that if complications develop between the assignee and the contractor, we would be within our legal rights to send the estimates directly to the assignee for signature. The warrants, of course, are made payable to and sent to the assignee.

If you wish the papers sent to you for signature rather than to Mr. Hall, please give us a request in writing.

The contracts concerned are No. 5894, grading and oiling on the Bally Mt. Road-Meadow Creek Section of the Ukiah-Hilgard Secondary Highway in Union County; and No. 6010, grading, paving and structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County. Both contracts were awarded to R. E. Hall Construction Co., and assignments have been made to you by the contractor for all payments due or to become due on these two contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

RECEIVED
JUN 19 1962
FOR FILING

6010

June 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 - Supplement #2 covering the State's share of flagging costs on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 15 1962
FOR FILING

6010

June 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
277 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the restoration of a spring on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

The spring furnishing water to a watering trough on property adjacent to grading operations became inactive. It is believed the cause was the contractor digging deep holes for the disposition of large boulders. Another spring in the same area, apparently the source of the original spring, has been discovered and the water is being piped to the original spring box. In any case, the water would have to be piped out.

This work was checked with the Area Engineer June 8, 1962, and verbally recommended for approval. Your approval of that date is requested. The work has been started as an emergency measure to reactivate the spring and to lead the water out of construction area.

Very truly yours,

C. S. Paxson
Deputy State Highway Engineer

By

[illegible] H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUN 20 1962
FOR FILING

6010

June 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the restoration of a spring on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

The spring furnishing water to a trough on adjacent property became inactive several months ago due to grading operations. While digging holes for the disposition of large boulders another spring, believed to be the source of the original spring, was discovered. This water is being piped to the original spring box.

This work was checked with the Area Engineer June 8, 1962, and verbally recommended for approval. Your approval of that date is requested. The work has been started as an emergency measure to reactivate the spring and to lead the water out of construction area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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FOR FILING

F-102(7)

6010

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplementary covering the State's share of flagging costs on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal-Aid Project No. F-102(7).

This supplement to Order No. 1 is submitted to cover anticipated overrun. The original was approved by the BPR December 26, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
APR 25 1962
FOR FILING

I-1 (9)
6010

April 11, 1962

R. E. Hall Construction Company
39 S. E. Third
Pendleton, Oregon

Gentlemen:

Re: Claim for Extra Compensation
Tygh Valley Section of The Dalles-
California Highway
Contract No. 6010

Your letter of April 6, together with a copy of a letter of April 3 from your subcontractor, the Lewis Hopkins Company, on the Tygh Valley Section of The Dalles-California Highway has been referred to us.

Specifically, the claim refers to foundation conditions encountered by the Lewis Hopkins Company on the Tygh Creek Bridge and the White River Bridge.

By copy of this letter, I am having a thorough investigation of the conditions encountered made by the Bridge Division, and as soon as possible you will be notified as to the results of our investigation and our possible acceptance of claims for extra work.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

P. M. Stephenson
Asst. State Highway Engineer

IDM/wm
cc: Mr. Dean Swift
Mr. Ivan D. Merchant

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

REFERRED TO

Mr. Stephenson

April 6, 1962

Forrest Cooper

REGISTERED MAIL

State of Oregon,
State Highway Department,
Salem, Oregon

Subject: Claim for extra compensation under State of Oregon Contract #6010 for Grading, Paving and Structures on the Tygh Valley Section of The Dalles-California Highway.

Gentlemen:

The attached letter from our sub-contractor, Lewis Hopkins Company, constitutes our formal notification of claim for extra compensation in connection with the extra work outlined in the attachment.

We are now seeking to obtain from the Engineer, Vernon E. Shull, written concurrence in this matter.

Kindly advise us at the earliest possible moment of the action taken in this matter.

Sincerely yours,

R. E. HALL CONSTRUCTION CO.

By Lm Lucas

Attachment

Paxson

RECEIVED
APR 9 1962
OREGON
STATE HIGHWAY COMMISSION

April 3, 1962

R. E. Hall Construction Company
39 S.E. Third
Pendleton, Oregon

Gentlemen:

This letter will serve as formal notification of our claim for extra compensation in connection with dewatering and excavation for concrete bents on this project.

We refer specifically to Bent #3 on the White River Bridge. Rather than encountering loose sand and gravel, as could reasonably be inferred from the contract drawings, we have encountered either solid rock or boulders so large as to require drilling and shooting for removal.

You are requested to bring this to the immediate attention of the State Highway Department and notify them of our intention to make claim as provided for in the contract.

You are also requested to obtain from the Engineer written concurrence that the excavation and dewatering in Bent #3 on the White River Bridge constitutes extra work as defined in Paragraph 1.4.6. - Extra Work.

We also claim that we have encountered a subsurface or latent critical condition differing materially from those indicated in the contract drawings in connection with excavation and dewatering for Bents #2 and #3 at the Tygh Creek Bridge, as well as Bent #2 at the White River Bridge. It is our intention to assert the claim for contract adjustment in this connection.

Very truly yours,

LEWIS HOPKINS COMPANY

L. A. Hopkins
President

LAH:rmv
cc: Cecil Hall, Tygh Valley

Contract 6010

Form Approved; Budget Bureau No. 41-R2089 State

MONTHLY TRANSACTION NO. 1962 FOR FILING 4-68	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Wasco
PROJECT REPORT NO. 1		PROJECT NO. F-102(7)

6010

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Butler Canyon to White River US 197
(Tygh Valley Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-61	2.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 591,795.00	$ 372,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BX C. G. Polk
(Division Engineer)

L. R. Backlund
By: L. R. Backlund
Acting Administrative Manager

Date executed by Division Engineer April 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the Tygh Valley Section, Project No. F-102(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

March 14, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Tygh Valley Section, Project No. F-102(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project F-102(7)

TYGH VALLEY SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 14, 1952

Type Code 6201
Roadway (Sta. 2381+00 to Sta. 2498+10) (Contract 6010)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	1,010	cu. yds.	$ 2.00	2,020.00
General Excavation, Unclassified	255,650	cu. yds.	0.55	140,607.50
Short Overhaul	1,179,000	yd. sta.	0.005	5,895.00
Long Overhaul	67,900	C-yd. sta.	0.25	16,975.00
Finishing Roadbed and Slopes	2.15	miles	1,000.00	2,150.00
Rounding Cutbanks	4,000	lin. ft.	0.15	600.00
4-inch Coated Steel Pipe, 12 Gage	144	lin. ft.	3.00	432.00
12-inch Concrete Pipe	44	lin. ft.	3.50	154.00
18-inch Concrete Pipe	620	lin. ft.	5.50	3,410.00
24-inch Concrete Pipe	500	lin. ft.	6.75	3,375.00
36-inch Concrete Pipe	500	lin. ft.	11.75	5,875.00
36-inch Corrugated Metal Pipe, 10 Gage	184	lin. ft.	14.25	2,622.00
42-inch Corrugated Metal Pipe, 10 Gage	228	lin. ft.	16.75	3,819.00
42-inch Half-Circle Corrugated Metal Pipe	120	lin. ft.	8.60	1,032.00
50-inch Arch-Type Corrugated Metal Pipe	76	lin. ft.	15.50	1,178.00
36-inch Elliptical Inlet	1	only	105.00	105.00
18-inch Culvert End Sections	14	only	30.00	420.00
24-inch Culvert End Sections	4	only	44.00	176.00
36-inch Culvert End Sections	4	only	130.00	520.00
Concrete Inlets, Type "D"	1	only	135.00	135.00
Type 1 Fence	1,530	rods	5.00	7,650.00
Metal Guard Rail	3,550	lin. ft.	2.30	8,165.00
Guide Posts, W-2	86	only	7.00	602.00
Guide Posts, Y-1	24	only	6.00	144.00
Loose Riprap	10,760	cu. yds.	1.50	16,140.00
Coarse Crushed Material in Base	48,500	tons	1.35	65,475.00
3/4" - 0 Material in Base	7,800	tons	1.45	11,310.00
Sprinkling	5,000	M-gals.	2.00	10,000.00
Preparation of Base	2.15	miles	200.00	430.00
3/4" - 0 Material in Binder Course	290	cu. yds.	3.55	1,029.50
MC-3 Asphalt	46	tons	60.00	2,760.00
Asphaltic Concrete Mixture	9,750	tons	4.75	46,312.50
Asphalt in Mixture	540	tons	33.00	17,820.00
Extra for Paving Approaches	6	only	50.00	300.00
				$389,641.50

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing (Temporary)	All Required		300.00
Seeding	All Required		700.00
Mulching (Oil)	All Required		2,100.00
			$ 5,100.00

Utility Work

Work by The Deschutes Tel. Co.	All Required		$ 165.65
Work by Pacific Power & Light Co.	All Required		1,680.33
Work by Wasco Electric Co-op. Inc.	All Required		512.45
			$ 2,358.43
	Subtotal		$397,099.93
	10% Engr. & Cont.		39,709.07
	Total		$436,809.00

Type Code 1080
White River Bridge (Br. #8993) (Sta. 2486+00 to Sta. 2488+15.42) (Contract 6010)

Shoring, Cribbing, etc.	All Required (70%)		$ 10,500.00
Structural Excavation	940 cu. yds.	$ 4.00	3,760.00
Structural Excavation Below Elevation Shown	165 cu. yds.	10.00	1,650.00
Furnish Treated Timber Piling	1,395 lin. ft.	1.30	1,813.50
Drive Timber Piling	27 only	80.00	2,160.00
Class "A" Concrete (482 cu.yds.)	All Required (63%)		33,560.10
60' to 65' Type III Prestressed Beams	6 only	1,185.00	7,110.00
75' to 80' Type III Prestressed Beams	16 only	1,507.00	24,112.00
Metal Reinforcement (84,500 lbs.)	All Required (65%)		10,758.80
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
			$ 95,864.40

Type Code 1081
Tygh Creek Bridge (Br. #8994) (Sta. 2472+09 to Sta. 2473+59) (Contract 6010)

Shoring, Cribbing, etc.	All Required (30%)		$ 4,500.00
Structural Excavation	360 cu. yds.	$ 4.00	1,440.00
Structural Excavation Below Elevation Shown	15 cu. yds.	10.00	150.00
Furnish Treated Timber Piling	630 lin. ft.	1.30	819.00
Drive Timber Piles	18 only	80.00	1,440.00
Class "A" Concrete (279 cu.yds.)	All Required (37%)		19,709.90
40' to 45' Type III Prestressed Beams	8 only	760.00	6,080.00
60' to 65' Type III Prestressed Beams	4 only	1,185.00	4,740.00
Metal Reinforcement (46,000 lbs.)	All Required (35%)		5,793.20
8-inch Metal Drain Pipe	90 lin. ft.	4.00	360.00
			$ 45,032.10
	Subtotal		$140,896.50
	10% Engr. & Cont.		14,089.50
	Total		$154,986.00

Length of Roadway	2.149 Miles
Length of 2 Structures	0.069 Mile
Total Length	2.218 Miles
Cost of Roadway Per Mile	$203,261.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$436,809.00	$275,000.00	$161,809.00
Structures	154,986.00	97,000.00	57,986.00
	$591,795.00	$372,000.00	$219,795.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

TYGH VALLEY SECTION

PROJECT NO. F-102(7)

Estimated cost of work by the Wasco Electric Cooperative Inc.

Lump Sum Agreement	$ 512.45	

Estimated cost of work by the Deschutes Telephone Company

Dodd Line

Labor and Materials	$ 135.00	
Equipment	6.00	
Salvage Credit	9.60	Credit

Ashley Road Crossing

Labor	32.00	
Equipment	2.00	
Lump Sum Agreement	$ 165.65	

Estimated cost of work by the Pacific Power and Light Company

Labor	$ 975.27	
Materials	316.47	
Equipment	42.84	
Right of Way	185.80	
Salvage Credit	7.00	Credit
Overhead	166.95	
Lump Sum Agreement	$1,680.33	

Oregon State Highway Department

Federal Aid
Project No. F-102(7)

TYGH VALLEY SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 7, 1961

Type Code 6201
Roadway (Sta. 2381+00 to Sta. 2498+10)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	1,010	cu.yds.	3.00	3,030.00
General Excavation, Unclassified	255,650	cu.yds.	0.50	127,825.00
Short Overhaul	1,179,600	yd.sta.	0.01	11,796.00
Long Overhaul	67,900	C-yd.sta.	0.35	23,765.00
Finishing Roadbed and Slopes	2.15	miles	1000.00	2,150.00
Rounding Cutbanks	4,000	lin.ft.	0.20	800.00
4-inch Coated Steel Pipe, 12 Gage	144	lin.ft.	5.00	720.00
12-inch Concrete Pipe	44	lin.ft.	2.50	110.00
18-inch Concrete Pipe	620	lin.ft.	4.50	2,790.00
24-inch Concrete Pipe	500	lin.ft.	6.00	3,000.00
36-inch Concrete Pipe	500	lin.ft.	10.50	5,250.00
36-inch Corrugated Metal Pipe, 10 Gage	184	lin.ft.	15.50	2,852.00
42-inch Corrugated Metal Pipe, 10 Gage	228	lin.ft.	17.00	3,876.00
42-inch Half-Circle Corrugated Metal Pipe	120	lin.ft.	12.50	1,500.00
50-inch Arch-Type Corrugated Metal Pipe	76	lin.ft.	24.00	1,824.00
36-inch Elliptical Inlet	1	only	150.00	150.00
18-inch Culvert End Sections	14	only	45.00	630.00
24-inch Culvert End Sections	4	only	65.00	260.00
36-inch Culvert End Sections	4	only	135.00	540.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Type 1 Fence	1,530	rods	5.50	8,415.00
Metal Guard Rail	3,550	lin.ft.	2.50	8,875.00
Guide Posts, W-2	86	only	7.50	645.00
Guide Posts, Y-1	24	only	7.00	168.00
Loose Riprap	10,760	cu.yds.	2.75	29,590.00
Coarse Crushed Material in Base	48,500	tons	1.30	63,050.00
3/4" - 0 Material in Base	7,800	tons	1.40	10,920.00
Sprinkling	5,000	M-gal.	2.00	10,000.00
Preparation of Base	2.15	miles	250.00	537.50
3/4" - 0 Material in Binder Course	290	cu.yds.	3.75	1,087.50
RC-3 Asphalt	46	tons	42.00	1,932.00

Asphaltic Concrete Mixture	9,750	tons	$5.25	$ 51,187.50
Asphalt in Mixture	540	tons	32.00	17,280.00
Extra for Paving Approaches	6	only	30.00	180.00
				$411,835.50
Flagging (57½% of Contractor's Cost)	All	Required		2,000.00
Signing (Temporary)	All	Required		300.00
Seeding	All	Required		700.00
Mulching (Oil)	All	Required		2,100.00
				$ 5,100.00
Utility Work				
Work by The Deschutes Tel. Co.	All	Required		400.00
Work by Pacific Power and Light Co.	All	Required		2,500.00
Work by Wasco Electric Co.	All	Required		1,200.00
				$ 4,100.00
	Subtotal			$421,035.50
	10% Engr. & Cont.			42,103.50
		Total		$463,138.00

Type Code X061
White River Bridge (Br. #8993)(Sta. 2486+00 to Sta. 2488+15.42)

Shoring, Cribbing, etc.	All	Required (70%)		$ 14,000.00
Structural Excavation	940	cu.yds.	$6.00	5,640.00
Structural Excavation Below Elevation Shown	165	cu.yds.	12.00	1,980.00
Furnish Treated Timber Piling	1,395	lin.ft.	1.60	2,232.00
Drive Timber Piling	27	only	70.00	1,890.00
Class "A" Concrete (482 cu.yds. at $80.00)	All	Required		38,560.00
60' to 65' Type III Prestressed Beams	6	only	1300.00	7,800.00
75' to 80' Type III Prestressed Beams	16	only	1650.00	26,400.00
Metal Reinforcement (84,500 lbs. at $0.135)	All	Required		11,407.50
8-inch Metal Drain Pipe	110	lin.ft.	4.00	440.00
				$110,349.50

Type Code X061
Tygh Creek Bridge (Br. #8994)(Sta. 2472+09 to Sta. 2473+59)

Shoring, Cribbing, etc.	All	Required (30%)		$ 6,000.00
Structural Excavation	360	cu.yds.	$6.00	2,160.00
Structural Excavation Below Elevation Shown	15	cu.yds.	12.00	180.00
Furnish Treated Timber Piling	630	lin.ft.	1.60	1,008.00
Drive Timber Piles	18	only	70.00	1,260.00
Class "A" Concrete (279 cu.yds. at $80.00)	All	Required		22,320.00
40' to 45' Type III Prestressed Beams	8	only	800.00	6,400.00
60' to 65' Type III Prestressed Beams	4	only	1300.00	5,200.00
Metal Reinforcement (46,000 lbs. at $0.135)	All	Required		6,210.00
8-inch Metal Drain Pipe	90	lin.ft.	4.00	360.00
				$ 51,098.00

Subtotal	$161,447.50
10% Engr. & Cont.	16,144.50
Total	$177,592.00

Length of Roadway - - - - - - - - 2.149 Miles
Length of 2 Structures- - - - - - 0.069 Mile
Total Length- - - - - - - - - - - 2.218 Miles
Cost of Roadway Per Mile- - - - - $215,513.26

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$463,138.00	$291,000.00	$172,138.00
Structures	177,592.00	111,000.00	66,592.00
	$640,730.00	$402,000.00	$238,730.00

TYGH VALLEY SECTION

PROJECT NO. F-102(7)

Prestressed Beam Quantities

40' to 45' Beams

Overhead		$ 70.00
Metal Reinforcement	785 lbs. $0.13	102.05
Prestress Steel	373 lbs. $0.40	149.20
Class "A-A" Concrete	6.34 cu. yds. $70.00	471.80
		$ 793.05

60' to 65' Beams

Overhead		$ 90.00
Metal Reinforcement	1,068 lbs. $0.13	138.84
Prestress Steel	1,131 lbs. $0.40	452.40
Class "A-A" Concrete	9.68 cu. yds. $70.00	677.60
		$1,358.84

75' to 80' Beams

Overhead		$ 100.00
Metal Reinforcement	1,179 lbs. $0.13	153.27
Prestress Steel	1,380 lbs. $0.40	552.00
Class "A-A" Concrete	11.5 cu. yds. $70.00	805.00
		$1,610.27

RECEIVED
62

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

6010

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 28, 1962

Mr. C. G. Polk
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Tygh Valley Section
F-102(7)

Dear Mr. Polk:

Reference is made to your letter of February 28, in which you raise certain questions concerning the concrete aggregates being used on this project. I enclose copies of reports by Mr. L. R. Allen, Bridge Construction Engineer, and Mr. Dean Swift, Division Engineer. These reports state that the strength tests taken on the concrete so far produced has been adequate and that much closer attention will be given to the screening plant and to the batching plant on all future pours.

We do not believe there will be any further trouble in this regard.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
I. D. Merchant
Dean Swift

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM E-30X—80M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1962

CONSTRUCTION DIVISION
RECEIVED
MAR 20 1962
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CCE

SUBJECT: Tygh Valley Section
The Dalles-California Highway
Bridge No. 8994

To: Ivan D. Merchant
Bridge Engineer

OFFICE

This letter is in answer to BPR letter of February 28, 1962, concerning possible non-conforming aggregates on the above job.

Investigation shows the following: Aggregate samples taken by the resident bridge engineer, N. D. Krehbiel, at the Tygh Valley Sand & Gravel plant, located on White River approximately 1.0 mile S.E. of Tygh Valley, were sent to the lab on November 27, 1961. The samples were found to be o.k. except for abrasion on the 1½" size. Subsequent samples sent to the lab on November 30, 1961, were found to be within the specification, and a class "A" mix was set up and pouring began. This sampling was for the Wapinitia Creek Bridge.

A short time later work began on the Tygh Creek Bridge and since the concrete was being supplied by the same plant, re-sampling was not done. Footings and web wall at bent #2 and footings and 1st lift of web wall at bent #3 were poured.

During an inspection trip to the Wapinitia job early in February, I noted considerable oversize aggregate in the concrete being poured in one of the web walls. New samples were sent to the lab on February 19, 1962. Both the (3/4 - 1/4) and the (1½ - 3/4) sizes were found to be off on gradation. These results were not received in time to stop a pour of the 1st lift at bent #3 (poured the same day as letter received).

The screening set up was changed to eliminate oversize on the 1½" size and the plant slowed down, which corrected the gradation on the 3/4" size. New samples sent in March 5, 1962, showed o.k. and a new mix was set (differed only slightly from previous mix). The B.P.R. letter was received March 5, 1962; and on March 8, accompanied by Mr. Krehbiel, I took samples at the plant and inspected concrete pour (2nd lift at bent #3) at Tygh Creek Bridge. Upon returning to The Dalles, a screen analysis for the 3/4" size showed too much passing the #4 (9.1%).

The following day, March 9, Mr. Leo Fohlen of Krehbiel's crew, re-sampled the 3/4" size and found it to be good.

On March 13, 1962, I again took samples, accompanied by Bud Van Cleave of Krebhiel's crew. A screen analysis made in The Dalles showed the 3/4 " size to be o.k. (4.8% passing #4), but the 1½ size was haywire. I brought these samples on into the lab for their check.

From the above, it is evident that consistency of gradation is not one of the virtues of this plant. After checking the plant and its operation, this inconsistency is not surprising. The plant is a makeshift affair. Excessive speed on feeding and screen plugging, either separate or together, can cause considerable variations. When I was at the plant on March 13, I talked at length with the owner and operator on this problem and explained that unless conforming aggregates could be produced, the State would be forced to require the contractor to obtain his material from a different source. We were assured that great care would be taken to maintain a constant feed and a clean screen. I believe that with a careful operation conforming aggregate can be obtained. It will require considerable vigilance and checking on the part of Mr. Krehbiel and his crew. On the first opportunity, I will again take samples and subsequently as often as I can.

I found that only spot checking of the batch plant had been made during the early pours but that continuous plant inspection (as per my instructions) had been made on the two most previous pours (made March 8 and before). A batch plant inspection will be at the plant during all future pours.

It should be noted that this is the only source of aggregate available in the area. Aggregate from a different source would have to be hauled quite a distance, probably from The Dalles.

Cylinder results are not yet available on the Tygh Creek job but strengths have been good on the Wapinitia job.
Set no. 1 - 5340 psi in 28 days - 6,260 in 60 days.
Set no. 2 - 3,980 psi in 28 days - 6,195 in 60 days (cold weather cured in creek)
Set no. 3 - 4,330 psi in 28 days - not yet in.

I have found out that additional samples were taken since I was there, by personnel from the Division Office in Bend. It is not very likely that these will pass, as I doubt if any "new" aggregates ~~was~~ were available at that time.

L. R. Allen
Bridge Construction Engineer

LRA:dl

cc: Dean Swift Norman Krehbiel
F. D. Morgan Vern Shull
Laboratory

FORM E-30 [illegible] 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

March 22, 1962

SUBJECT:

To: Mr. F. B. Klaboe
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

Re: Your assignment 106-K non-conforming concrete aggregate - Tygh Valley Section.

Considerable sampling by the Bridge Department and the Division Geologist shows quite a fluctuation of the gradation due to a makeshift and inadequate plant.

Adequate screens have been installed and the operator has assured us he will maintain a steady feed and keep the screens clean. In addition, we will maintain an inspector at the batching plant to see specifications are met on all future pours.

Cylinder results to date have been good, 5,340 PSI in 28 days and 6,260 PSI in 60 days on one set and 3,980 PSI in 28 days and 6,195 PSI in 60 days on the other.

Dean Swift

Dean Swift
Division Engineer

DS/pp

CONSTRUCTION DIVISION
RECEIVED
MAR 23 1962
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

6010

March 23, 1962

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Re: Power Line Adjustment
Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. F-102(7)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 21, 1962.

This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $1,666.18 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
C. G. Polk

NOTED

RECEIVED
MAR 22 1962

FORM CD-121
(9-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Department
Salem, Oregon

DATE: March 21, 1962

Copy To

MAR 22 1962

C G Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Utility Adjustments - Pacific Power & Light
Tygh Valley Section, The Dalles-California Hwy.
Fed. Aid Project F-102 (7)

We approve the agreement evidenced by exchange of letters dated November 20, 1961 and March 8, 1962 between the State and the Utility Company.

Authority to proceed with the work is granted as of this date. Due to computation errors in the estimate, reimbursement shall be limited to the lump sum amount of $1666.18, in conformance with the provisions of PPM 30-4.

RECEIVED
MAR 21 1962
FOR FILING

March 21, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering hand-placed and mortared riprap at culvert inlets on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal Aid Project No. F-102(7).

This work is necessary to prevent sloughing of the fill slope and filling the drain ditch. This is a steep slope and the culverts, cattle pass and bridge piers are very close. The riprap will be hand-placed and mortared.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 13 1962
FOR FILING

March 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Tygh Valley Section
The Dalles-California Hwy.
Wasco County
Project F-102(7)

Dear Sir:

Herewith, are the following data covering adjustment of the Pacific Power & Light Company facilities in connection with construction of the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain adjustments
2. Two copies of the Company's estimate of cost for making the adjustment on lump sum basis
3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date with reimbursement to be made on lump sum basis under the provisions of PPM 30-3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:rmb
Enc.

FORM E-123-X 80M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 8, 1962

6-10

Wasco Electric Cooperative, Inc.
P. O. Box 537
The Dalles, Oregon

Attention: Mr. Eric Johnson

Re: Utility Adjustment
Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. F-102(7)

Gentlemen:

Your estimate and sketch map for the adjustment of your facility on this project has been approved by the State and Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 5, 1962. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, Paragraph 7-e(3). You will be paid the sum of $512.45 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
Dean Swift
Vernon Shull
C. H. Maison
C. G. Polk
L. H. Young

RECEIVED
MAR 6 1962

FOR

6810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1962

SUBJECT: Tygh Valley Section

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Enclosed is a copy of a Bureau of Public Roads letter. It raises questions concerning the aggregates being produced on this project.

Please check this out and give me a report including the remedial measures you are taking to assure a specification product.

Submit division progress samples direct to the Salem laboratory as required by the Bureau of Public Roads

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

cc: R. L. Porter ✓
I. D. Merchant
G. W. Harra

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 1, 1962

6310

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Oregon Project F-102(7)
Tygh Valley Section, The Dalles-California Highway

Reference is made to Mr. Harra's letter dated February 27, 1962, concerning the use of a joint compound rather than the specified sand and cement mortar for constructing concrete pipe joints on subject project.

As a means of expediting the installation of the pipe under the conditions existing on this project, we will approve the use of the compound. Our approval is not to be construed as having set a precedent for the compound's use in future work.

Its performance should be observed over a considerable period of time for the purpose of evaluating its effectiveness, serviceability and economy. Naturally, our approval is extended on the basis that no increase in cost will result.

cc: Region 8

MAR 2 1962

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FIL

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: February 28, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: F-102(7) Tygh Valley Section - Concrete Aggregate

During a recent inspection of the structure work on the above project, a review of the Materials Reports indicated that concrete aggregate was not sufficiently covered by adequate tests. Apparently the testing on the Wapinitia project, S-471(1) was utilized for the above project in the initial stages of construction. The material for both projects is being obtained from the same pit (White River Glacier). Initial testing for the Wapinitia job gave adequate results with one exception, the L. A. Rattler abrasion loss. Further testing, however, gave results that were within the specifications. The submitted material for the Tygh Valley Section gave poor gradation results for gravel.

It is possible that we may be obtaining non-conforming aggregate, and it is felt that further investigation is warranted. Progress record samples should be taken by Division Office or other personnel unassociated with job control testing. Minimum progress record testing should include the L. A. Rattler test and a sieve analysis. In view of the difficulties experienced at this pit, it would be especially desirable to have an inspector at the ready-mix plant during concrete pours.

Please inform us as to your remedial measures so we may be assured that sound specification materials are being obtained.

Merchant
Morgan
3-5-62

Mr. Porter

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
FEB 28 1962
FOR FILING

6010

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. F-102(7)

Herewith are two copies of the letter dated February 23, 1962, from Wasco Electric Cooperative, Inc., agreeing to lump sum reimbursement for adjusting its facilities on the subject project.

Modification of the agreement between the State and Cooperative, submitted to you February 15, 1962, to include lump sum payment in the amount of $512.45 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

Form A-160—5M—6-56

FOR FI

6010

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Tygh Valley	Date: February 13, 1961
Highway: The Dalles - California	Contract No.: 6010
County: Wasco	Prefix: 33-1073
Contractor: R.E. Hall Const. Co.	F. A. Project No.: F-102 (7)
Address: 39 S.E. 3rd St., Pendleton, Oregon	Price Agreement No.: 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Substitute a Concrete Irrigation Inlet for "Concrete Inlet, Type B"

Locations by station numbers:

Right of Sta. 2389+50

Names of pay items, estimated quantities and agreed prices:

Concrete Irrigation Inlet = $135.00
Eliminate Concrete Inlet, Type B = $135.00
Additional Cost = 0

Specifications, basis of measurement and other provisions:

Construct one Concrete Irrigation Inlet in accordance with the attached plan. Payment to be "Lump Sum"
Prior approval granted from Dean Swift

Work has commenced

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 607,655.25
Present estimate of project cost, including $ 135.00 for work under this order	$ 607,655.25
Expected under-run over-run (amount)	$ 0.0
Expected under-run over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: V.E. Shull, Resident Engineer

Approval Recommended: ORIGINAL APPROVED BY DEAN SWIFT, Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Signed R.E. Hall Construction Co. Contractor

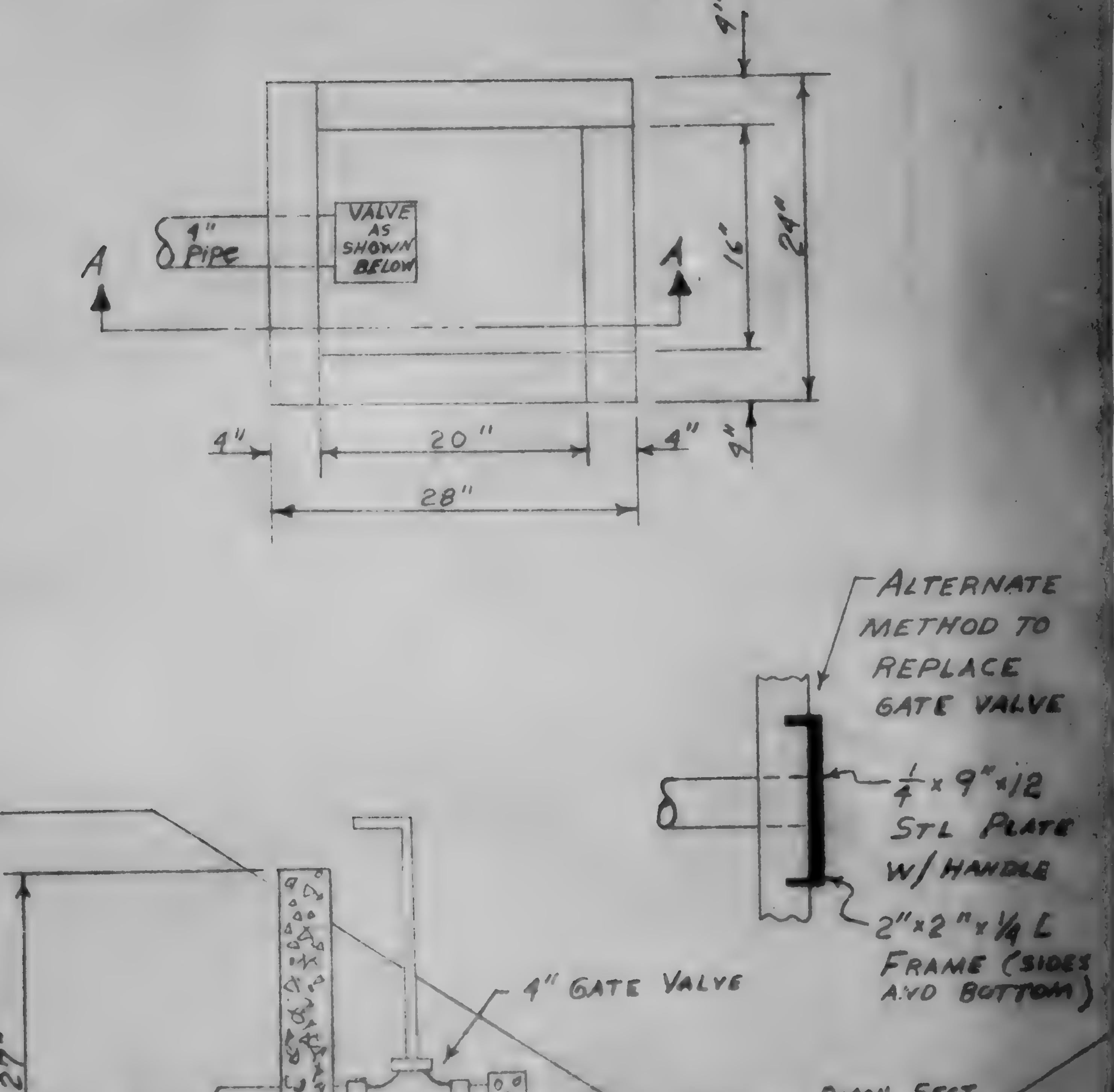
by Cecil Hall

Approved: .... Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 20655

TYGH VALLEY SECTION
Pr[illegible] Agreement No. 4
Contract No. 6010

Concrete Inlet Basin


4"
16"
24"
4"
4" Pipe
VALVE AS SHOWN BELOW
A
A
4"
20"
4"
28"
ALTERNATE METHOD TO REPLACE GATE VALVE
1/4 x 9" x 12 STL PLATE W/ HANDLE
2" x 2" x 1/4 L FRAME (SIDES AND BOTTOM)
4" GATE VALVE
DITCH SECT.
27"
9"
4"
7"
SEC A — A

F-102(7)

6010

R. E. HALL CONSTRUCTION COMPANY

PHONE [illegible]

3 S. E. THIRD
PENDLETON, OREGON

February 10, 1952

Mr. Lloyd Query
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query;

In answer to your letter dated February 1, 1952
Re: Contracts No. 5840 and 6010

The surety on the above mentioned contracts will no doubt answer the portion of the letter applying to them.

The assignment to Mr. Braken is for the monetary value only. The responsibility for the work to be done remains that of R. E. Hall Construction Company as set forth in the contracts. All Subcontractoes will be paid under the provisions of each Subcontract as established in the approved subcontracts.

I hope this will help to clarify some of the questions raised in your letter.

Yours sincerely,

Attorney In Fact For
R. E. Hall Construction Co.

Cc: The Fireman's Fund Insurance Company
P. O. Box [illegible]
Seattle, Washington

RECEIVED
[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 102(7)

6010

February 26, 1962

Deschutes Telephone Company
Maupin, Oregon

Attention: Mr. Marvin C. Melum

Re: Telephone Adjustment
Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. F 102(7)

Gentlemen:

Your estimate and sketch map for the adjustment at your facilities on this section has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of February 15, 1962. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $165.65 upon the completion of the work and the receipt of your billing in a lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson ✓
R. L. Porter
Dean Swift
C. H. Maison
L. H. Young
Vernon Shull
C. G. Polk

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1962
FOR FILING
[illegible]
6010

477 Cottage St. N.E.
Salem, Oregon

February 23, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ATTENTION: Mr. L. H. Young

C. G. Polk, Division Engineer BY: T. Dec, District Engineer
Salem, Oregon

Utility Adjustment
Deschutes Telephone Co.
Tygh Valley Section
The Dalles-California Highway
Project F-102(7)

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company. Reimbursement will be in the lump-sum amount of $165.65. We also approve the contract method of accomplishing the engineering portion of the adjustment.

Authorization to proceed with the work is granted as of February 15, 1962. Approval is subject to the provisions of PPM 30-4.

RECEIVED
FEB 23 1962
FOR FILING

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

6810

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 20, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-102(7)
Tygh Valley Section Power Line Adjustment
Wasco Electric Cooperative, Inc.

Reference is made to Mr. Glen V. Sorenson's letter dated November 20, 1961 addressed to the Cooperative.

The last paragraph mentions that Messrs. J. H. Walker and L. C. Smitton are to be resident engineer and district maintenance superintendent respectively. Obviously, this statement is in error as by letter of the same date to Deschutes Telephone Company mention was made, correctly, that these positions would be held by Messrs. Shull and Williams.

Both letters were received attached to your letters dated February 15, 1962, addressed to this office.

[illegible]

Sorenson
2-21-62

RECEIVED
FEB 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
FEB 20 1962
FOR FILING

6110

February 16, 1962

Fireman's Fund Insurance Company
P. O. Box 1110
Seattle 11, Washington

Attention: Mr. F. J. Sellen
Attorney-in-fact

Gentlemen:

Contract No. 6010, grading, paving, structures
Tygh Valley Section of The Dalles-California
Highway, Wasco County.
R. E. Hall Construction Co., contractor

This is in reply to your letter of February 14 in which you give your consent as surety to this Department to make payments due under the subject contract to Clarence Braden.

The "Assignment of Claim" which we have been holding is being forwarded to our Auditor, and all money due or to become due on this contract will be mailed to Clarence Braden in accordance with the terms of the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: R. E. Hall Construction Co.
39 S.E. 3rd Street
Pendleton, Oregon

C. H. Maison
Frank McKinney

NOTED ON CARD
dc

CWH:jmc

Mr. Maison:

A copy of the surety letter is attached. The assignment has been approved by Frank McKinney.

FQ

Form A-204—1M—6-60

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Five Hundred Thirty Thousand Five hundred Thirty Eight ($530,538.00) Dollars, to Me paid, I hereby sell, assign and transfer the within claim for All money due or to become due on Contract No. 6010 with the Oregon State Highway Commission for Gradi ng Paving & Structures on the Tygh Valley Section Of The Dalles - California Highway in Wasco County

to Clarence Braden 22 W. Alder Walla Walla, Wash. and authorize and empower said Clarence Braden to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 8th day of January, 1962

Executed in the presence of us as witnesses:

R. E. Hall Construction Company

By: It's Attorney In Fact C. E. Hall

State Printing 8650

The **FUND**
Insurance Companies

Pacific Northwest Branch

FIREMAN'S FUND INSURANCE COMPANY • HOME FIRE & MARINE INSURANCE COMPANY • NATIONAL SURETY CORPORATION
STUART BUILDING • SEATTLE 1, WASHINGTON • MAin 4-6900
MAIL ADDRESS: P. O. BOX 1110 • SEATTLE 11, WASHINGTON

February 14, 1962

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. C. W. Head, Assistant Secretary

Re: Bond C-6059784 - R. E. HALL CONSTRUCTION COMPANY

Gentlemen:

In connection with the Assignment dated January 8, 1962 and our acknowledgment of this assignment in our letter of January 10, 1962, we as surety on the above captioned performance bond covering Contract #6010, hereby consent to your making payments under this contract to Mr. Clarence Braden.

Yours very truly,

FIREMAN'S FUND INSURANCE COMPANY

By F J Sellen
F. J. SELLEN, Attorney-in-fact

JS

RECEIVED
FEB 16 1962
OREGON
STATE HIGHWAY COMMISSION

ok by Frank McKinney 2/16/62
C.H.

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

FEB 19 19

Memorandum

FOR

[illegible]. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 16, 1962

6010 CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-102(7)
Tygh Valley Section, The Dalles-California Highway

Reference is made to a letter dated February 13, 1962 addressed to Mr. F. D. Morgan, Construction Engineer, by Dean Swift, Division Engineer, concerning a deviation from the standard specifications as they relate to mortar, concrete pipe joints.

We are unfamiliar with the use of the bituminous compound proposed, however, if your central laboratory is prepared to certify that a joint adequate in all respects will result we will concur in the recommendation. It is understood that no increase in cost is involved.

2-19-62

RECEIVED
FEB 16 1962
OFFICE OF
TATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
B 16 1962
FOR FILING
6-10

February 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Tygh Valley Section
The Dalles-California Hwy.
Wasco County
Project No. F-102(7)

Dear Sir:

Herewith are the following data covering adjustment of the Deschutes Telephone Company's facilities in connection with the construction of the subject project:

1. Two copies each of our Staff Attorney's letters which establish the State's obligation to reimburse the company for making certain adjustments.

2. Two copies of the company's estimate of cost for making the adjustments.

3. Two copies each of sketches prepared by the company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date, with reimbursement to be made on a lump sum basis, are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:mmb

RECEIVED
FEB 16 1962
FOR FILING

6010

February 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tygh Valley Section
The Dalles-California Highway
Wasco County
Project F-102(7)

Herewith are the following data covering the adjustment of the Wasco Electric Cooperative, Inc., facilities in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reinburse the Company for making the adjustment.

2. Two copies of the Company's estimate prepared by its engineer.

3. Two copies of the sketch showing the work to be done.

Your approval of the agreement between the State and Wasco Electric Cooperative, Inc., as evidenced above and authorization to proceed with the work as of this date are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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6010

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 6, 1962

R. E. Hall Construction Co.,
39 SE 3rd Street
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6010, awarded December 8, 1961, for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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6010

February 1, 1962

R. E. Hall Construction Co.
39 S.E. Third Street
Pendleton, Oregon

Gentlemen:

Contracts Nos. 5840 and 6010

We have received from The Fireman's Fund Insurance Company your assignments of claim on the above contracts.

Your surety acknowledged receiving these assignments and stated, in part, as follows: "we respectively reserve all our rights, equities, and priorities, whether by agreement, subrogation, or common or statutory law, and do not waive any rights we may have to moneys due or to become due under this contract."

With respect to the assignment of highway contract money, the Oregon law provides as follows:

> "ORS 366.420. No assignment of funds earned under a contract for highway construction, improvement or maintenance shall be approved or recognized by the Commission which may in any way jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract or which may in any way impair the funds available for such purposes. Any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work have been paid shall be void as against the debts or claims incurred in connection with the performance of the work." (Emphasis supplied)

It appears to us that your surety would have a claim on the moneys you may earn on the contracts. They are, in fact, the guarantor of your work and are bound by their bond to see that the contract is performed and all claims paid; and, if not performed or paid, they are financially responsible to the Highway Commission.

We believe, therefore, that before we can honor your assignments under the above statute we should have a letter from your surety stating that they have no objections to us paying the sums covered to Mr. Braden.

NOTED ON CARD

We might also mention that many bond form applications or agreements provide that no assignment can be made without the consent of the surety.

We have also noticed that the assignments are in consideration of Mr. Braden having paid to you the full sums due on each of the contracts. This has raised the question as to whether or not you have assigned the contractual work to Mr. Braden. If there is such an assignment it would have to be approved by the Commission as well as agreed to by the surety.

In view of the above, our Legal Counsel is of the opinion that in order to properly protect the Commission we should have further information from you concerning the assignment as well as a statement from your surety consenting thereto before the assignment can be honored.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

cc: The Fireman's Fund Insurance Company
P. O. Box 1110
Seattle 11, Washington

R. L. Porter
L. I. Lindas - Attention: Frank McKinney

FCMcK:ks:jmc

The
FUND
Insurance Companies

Pacific Northwest Branch

FIREMAN'S FUND INSURANCE COMPANY • HOME FIRE & MARINE INSURANCE COMPANY • NATIONAL SURETY CORPORATION
STUART BUILDING • SEATTLE 1, WASHINGTON • MAin 4-6900
MAIL ADDRESS: P. O. BOX 1110 • SEATTLE 11, WASHINGTON

January 10, 1962

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Lloyd Query, Secretary

Re: Bond C-6059784 - R. E. HALL CONSTRUCTION CO.

Gentlemen:

This will acknowledge our receipt of Assignment of Claim to Clarence Braden of Walla Walla, Washington by R. E. Hall Construction Company for $530,536. for "All money due or to become due on Contract No. 6010 with the Oregon State Highway Commission for Grading, Paving & Structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County".

In making this acknowledgment, we respectively reserve all our rights, equities, and priorities, whether by agreement, subrogation, or common or statutory law, and do not waive any rights we may have to moneys due or to become due under this contract.

Sincerely yours,

Paul S. Magnuson

PAUL S. MAGNUSON, Superintendent
Bond and Burglary Department

PSM:js

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JAN 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1962
FOR FILING

6010

January 30, 1962

Mr. Cecil Hall
R. E. Hall Const. Co.,
39 SE 3rd
Pendleton, Oregon

#6010

Dear Sir:

We received your letter of January 26th this morning with your statement attached that "C. E. Hall" and "Cecil Hall" are the same person.

In checking with our Legal Division on this matter, they advised that we return the two copies of this contract to you for a change in your signature in order to tally with your Power of Attorney. In this way, everything will be in order.

When you have returned these copies to us, we will then finish the processing from here and have your fully executed copy in your hands very shortly.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

January 26, 1962

REFERRED
TO Query
FOR Guess you better have
G. E. RO[illegible]E
Cecil Hall resign
GER

State Of Oregon
State Highway Department
Salem, Oregon

Mr Floyd Query:

Re: Letter January 16, 1962
Powers Of Attorney

Dear Sir;

Enclosed is the plain statement you asked for, stating that C. E. Hall And Cecil Hall are one person.

In connection with Contract No. 6010 and the Power Of Attorney, the only one I have is made to Cecil Hall as the copy sent with the contract shows.

If you wish to do so return the contravts and I will resign them. Then every thing will be in order.

I am sorry about the confusion and delay this has caused.

Yours sincerely,

Cecil Hall
Attorney In Fact
For; R. E. Hall Const. Co.

RECEIVED
JAN 30 1962
OREGON
STATE HIGHWAY COMMISSION

I hereby declare that I, C. E. Hall and Cecil Hall are one and the same person.

Cecil Hall

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JAN 17 1962
FOR FILING

[illegible]

6010

January 16, 1962

R. E. Hall Construction Co.
1720 S. W. Goodwin Place
Pendleton, Oregon

Gentlemen:

In your Contract Nos. 5840 and 5894, we note that the General Power of Attorney is provided to Mr. Cecil Hall by Ronald E. Hall. However, each of the contracts is signed by C. E. Hall. Will you please furnish us a plain statement that C. E. Hall and Cecil Hall is the same person?

In connection with the execution of your Contract No. 6010 which is now being checked by our Legal Division, we find that the same type of affidavit has been provided as for the other contracts. So that there may be no question concerning the legality of this contract, please provide us with a copy of Power of Attorney made to the same name in which the contract is signed, that is, C. E. Hall.

In the future if a Power of Attorney is provided for a contract, please be sure that the Power of Attorney is made to a person exactly the same way as that person signs the contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. George E. Rohde

FQ:fp

RECEIVED
JAN 9 1962
FOR FILING

F-

601

January 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 15, 1961, on Contract No. 6010, Tygh Valley Section, in Wasco County, in connection with Federal Aid Project No. F-102(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
[illegible]
FOR FILING
6010

January 4, 1962

Howard I. Bobbitt
Attorney at Law
611 Failing Building
Portland 4, Oregon

Attention: James R. Ellis

Dear Sir:

This is to acknowledge your letter of December 28 concerning the contract that was awarded to R. E. Hall Construction Company in Wasco County. A description of this contract is as follows:

Contract Number 6010
Grading, paving, structures
Tygh Valley Section
The Dalles-California Highway, Wasco County
Surety: Fireman's Fund Insurance Company
Agent: Waldron's Inc. , W. A. Lloyd, Res. Agt.
Milton-Freewater, Oregon
Amount of Contract and Bond: $530,538
Awarded: December 8, 1961
Time Limit: 100 workdays from March 1, 1962

Our Construction Division informs us that the contractor started work on this job on December 15, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:jf

HOWARD I. BOBBITT
JAMES R. ELLIS
DIRK D. SNEL

HOWARD I. BOBBITT
ATTORNEY AT LAW
611 FAILING BUILDING
PORTLAND 4, OREGON
CApitol 7-0535

December 28, 1961

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Re: R. E. Hall Construction Co.

Dear Mr. Query:

You will recall that a few weeks ago I obtained information from you regarding contracts R. E. Hall Construction Co. then had with the Highway Commission. Since that time, I noted in the paper a bid from that company on another job, this one is in Wasco County.

Would you please advise me if that contract has been awarded to R. E. Hall Construction Co. If it has, I would appreciate it very much if you would furnish me with the number of work days allowed for the contract and the date the construction is expected to start. I would also like to know the amount of the contract and the name of the bonding company, if the bond has been furnished.

Thank you for your assistance.

Very truly yours,

James R. Ellis
James R. Ellis

JRE:lc

Cec, please reply - contract 6010 #6

started
Dec. 15, 1961
Ed Foose

RECEIVED
DEC 29 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
DEC 29 1961
FOR FILING

[illegible]

6010

December 29, 1961

Mr. C. E. Hall
R. E. Hall Construction Co.,
39 SE 3rd Street
Pendleton, Oregon

Dear Sir:

We are in receipt of the two executed copies of contract #6010 awarded to R. E. Hall Const. Co., December 8, 1961, for grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

According to our Legal Division, it will be necessary for your signature to be accompanied with the form used on the Contract page (7) and Bond page (9) in contract #5894. You will find photocopies of these two pages attached to give you the idea of what we mean.

Also, we will need a Power of Attorney from you authorizing your signature.

When this has been accomplished and these two copies returned to this office, we will then complete the processing from here and return a fully executed copy of this contract to you for your files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Attach.

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DEC 26 1961
FOR FILING

6 18

December 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal Aid Project No. F-102(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 26 1961
FOR FILING

6010

December 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6010, in connection with Federal Aid Project No. F-102(7).

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, barricades and warning signs required of the contractor for the safety of traffic and workmen.

This was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

dbp:lt

Enc.

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DEC 26 1961
FOR FILING

6.10

File

477 Cottage St. N.E.
Salem, Oregon

December 18, 1961

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project F-102(7), The Dalles-California Highway

Attached hereto is a memorandum dated December 14 from Mr. R. Stephenson of our Regional office concerning foundation conditions at the ends of the White River and Tygh Creek Bridges.

While it is too late to make any revisions in the contract for this project, we recommend that the matters discussed in the attached memorandum be carefully studied and considered in connection with future projects. We believe a minimum pile penetration should in general be specified on those projects where either timber piles or pipes for cast-in-place concrete piles are to be driven through approach embankments. We realize this has been done on some of your recent projects and suggest the requirement be extended to cover other projects of similar-type construction.

Attachment

Original sent to Merchant.

Mr. C. C. Polk, Division Engineer
08-33.6 Salem, Oregon

December 14, 1961

R. A. Stephenson, Regional Bridge Engineer
Portland, Oregon
08-00.6

Oregon F 102(7), The Dalles-California Highway

The Special Provisions for the subject project covering the placing of granular fill at bridge ends and the driving of treated timber piles through approach embankments would appear to leave some question as to end results.

It is stated on page 3 that where gritty and granular materials are available from excavation, such material shall be used in construction of embankments at bridge ends. This would indicate the intent that the bridge approach fills are to be made of granular material, but some uncertainty could exist due to the qualification "where - - - - available from excavation". It is assumed that the State has knowledge that such material is available from adjacent excavations, but if this is the case, it would appear desirable that the use of granular material in the approach embankments be made mandatory.

Special provisions on pages 34 and 35 provide that end bent piles shall not be driven until approach fills are complete, and also list order lengths. Sixty ft. piles are specified for Bent 1 of the White River bridge. These piles are to be driven through approximately 20' of fill. This could be difficult with some types of fill material. Specifying a minimum requirement for tip elevation, which could be attained by driving, jetting, preboring, or other means, would remove any uncertainty.

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FOR FILING

6610

December 18, 1961

Fireman's Fund Insurance Co.,
Lloyd's
4½ E. Alder
Walla Walla, Washington

Gentlemen:

We are in receipt of your Power of Attorney for Ray Forrest and Robert E. Landt of Walla Walla, in the amount of $500,000.00, submitted with the Proposal for contract #6010, awarded December 8, 1961, to R. E. Hall Const. Co., for the grading-paving-structures on the Tygh Valley Section of The Dalles-California Highway in Wasco County.

As the amount of this contract is $530,538.00, will you please increase the amount of your Power of Attorney for the two above gentlemen to cover the amount of the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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196
FOR FI

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: December 8, 1961

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6010

Polk

FROM :C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT:Oregon Project F-102(7)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 6010 for Oregon Project F-102(7), Tygh Valley Section of The Dalles-California Highway to R. E. Hall Construction Company of Pendleton, Oregon, low bidder in the amount of $530,538.00 at the December 6, 1961 bid opening.

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STATE HIGHWAY ENGINEER

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17 1961
FOR FILING

477 Cottage St. NE
Salem, Oregon

November 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F 102(7)

We have today approved the P. S. and E. documents for Oregon Project F 102(7), Tygh Valley Section - The Dalles-California Highway.

Our approval of the seeding and mulching work cannot, at this time, be extended to cover its performance by State force as has been the custom in the past.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Distr:
1cc: Region
Washington

Porter

RECEIVED
12 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 13, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Tygh Valley Section
Proposed Bid Opening
December 6, 1961

Dear Sir:

Three files remain outstanding on this project:

File No. 33520	Dodd	$17,200
No. 33521	Cody	1,140
No. 33523	Vogt	1,300
		$19,640

All negotiation with these owners has been exhausted. The filing of complaints has been delayed by minor changes of description aimed at minimizing the impact of this construction upon the owners' remaining property.

Legal letters of offer have gone to these owners, and filings will be completed well in advance of the scheduled bid opening.

A copy of the Utilities Status Report, as presented by the Construction Division, is attached.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

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1961
OFFICE OF
STATE HIGHWAY ENGINEER

Attachment

cc Mr. W. C. Williams ✓
Mr. R. L. Porter
Mr. L. I. Lindas

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AUG 28 1961
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NOTE.
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
TYGH GRADE SUMMIT-BUTLER CANYON SECTION
THE DALLES-CALIFORNIA HIGHWAY
WASCO COUNTY

The following addendum is submitted to revise and correct the above-mentioned prospectus:

Paragraphs 1 through 6: Correct as per original prospectus.

Paragraph 7: Delete the entire paragraph and replace with the following:

"The tentative base design for construction is:

	Present	Future
Paving	1¼" O-11	3½" A.C.
Top Course, Base	2 " Leveling	
Bottom Course, Base	10 " Crushed	
Total	13¼"	

(Base design subject to change upon completion of soils investigation.) The paving will be done in stage construction with 1¼ inches of O-11 oil mat being applied for the present wearing surface and 3½ inches of asphaltic concrete being applied in the future when conditions warrant. Subgrade widths will be computed in anticipation of the future asphaltic concrete."

Paragraphs 8 through 10: Correct as per original prospectus.

Attachment: Correct as per original attachment.

August 24, 1961

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)

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AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

7 31 61

W. G. WILLIAMS

LOCATION PROSPECTUS
TYGH GRADE SUMMIT-BUTLER CANYON SECTION
THE DALLES-CALIFORNIA HIGHWAY
WASCO COUNTY

The following prospectus is submitted concerning the above-mentioned section of The Dalles-California Highway, which is a State Primary facility on the Federal-Aid Primary system. This portion of highway is not on the throughway system. The northerly terminus is at the summit of Tygh grade M.P. 27.0. The southerly terminus is at M.P. 34.0, which is the northerly end of the Butler Canyon-Oak Springs County Road Section. The total overall length of the project is 7.0 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing and new alignment. There are no towns affected by this project.

The general route follows along the west side of Butler Canyon following the general location of the existing facility with major changes in alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies will be required to provide adequate waterway for Butler Canyon Creek. An economic analysis is not needed at this time.

The existing 1959 ADT is 630 and the projected 1979 ADT is 1,260. Traffic and alignment warrant a Class "C" highway with maximum grade and curvature of 6 per cent and 10 degrees respectively. This will be a two-lane highway with climbing lane. The typical section will consist of two 12-foot travel lanes with 8-foot shoulders. A 12-foot climbing lane with 4-foot shoulder will be used where necessary. Shoulders will be treated full width with 1½ inches of asphaltic concrete. Deviations from State standards are anticipated on the climbing lane; however, based on sustained grade and inadequate passing distance, a climbing lane is warranted.

The rise and fall and the central angle data of the existing facility are 1,640 feet and 2,640 degrees respectively. The rise and fall and central angle data on the proposed project will be determined during the survey.

This will be a highway providing direct access limited as to location, width and unrestricted to land use. There are no interchanges or railroad crossings. There are four small creeks, one irrigation ditch and two crossings of Butler Canyon Creek on the existing facility.

The tentative base design for construction is:

Paving	5" A.C.
Top Course, Base	2" Leveling
Bottom Course, Base	10" Crushed
Total Depth	17"

(Base design subject to change upon completion of soils investigation.) The paving will be done in stage construction with the top 1½ inches of asphaltic concrete being applied at a future date when conditions warrant. Provision will be made in computing subgrade widths for the future asphaltic concrete.

Materials are available from local commercial or State sources.

Agreements with the county will not be necessary.

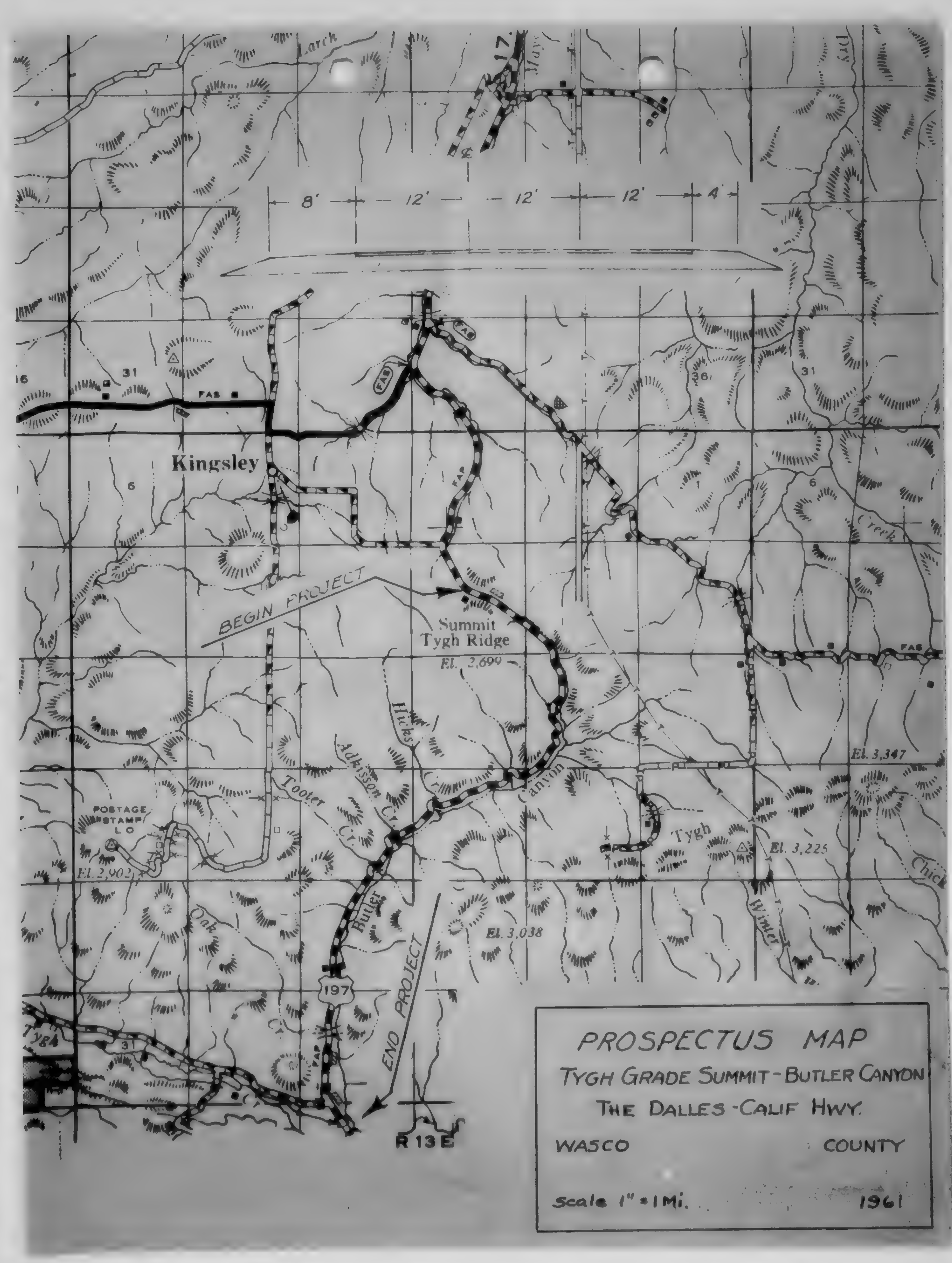
There are no State parks or roadside rest areas affected by this project.

July 31, 1961

Attachment

cc: W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
W. T. Wright (2)

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER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BEGIN PROJECT
Summit
Tygh Ridge
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FAS
El. 3,347
Hicks
Adkisson
Cr.
Tooter
Cr.
Canyon
Tygh
El. 3,225
Chick
Winter
POSTAGE
STAMP
L.O.
El. 2,902
Oak
Cr.
Butler
El. 3,038
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END PROJECT
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PROSPECTUS MAP

TYGH GRADE SUMMIT - BUTLER CANYON

THE DALLES - CALIF HWY.

WASCO COUNTY

Scale 1" = 1 Mi. 1961

FORM 2
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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JUL 13 1961
FOR FILING

W. C. WILLIAM

July 13, 1961

Hon. James A. Hunt
Wasco County Judge
Courthouse
The Dalles, Oregon

Dear Judge Hunt:

Thank you for your letter of July 11 in which you advise that the Wasco County Court has received no objections to the relocation of The Dalles-California Highway (US197) in the vicinity of Tygh Valley, and, therefore, the County Court recommends that the Commission proceed with the relocation.

We informed you of the Commission's proposed plans for this highway reconstruction on June 19.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. C. Williams
V. D. Wolfe
Tom Edwards
C. G. Swenson

RECEIVED
JUL 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

P. O. BOX 577
PHONE CY 6-4656

Wasco County
COUNTY COURT
The Dalles, Oregon

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

July 11, 1961.

Mr. Floyd Query, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Query:

Along July 15th through 19th, I had some telephone conversations with Mr. Swenson in regard to this relocation of Highway 197 East of Tygh Valley. I received from your office a sketch drawing of the proposed relocated highway and ran a news item or two in The Dalles Chronicle, generally circulated all over the whole county.

In this article we notified the people that if anyone objected to this relocating of 197 to let their objections be known to the Court not later than July 3, 1961. We had no objections and therefore recommend to you to go ahead with the relocation.

Very truly yours,

James A Hunt

James A. Hunt,
Wasco County Judge.

JAH:mw

RECEIVED
JUL 12 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
FEB 13 1961
FOR FILING

February 10, 1961

Mr. L. J. Bowser
Route 2
Dufur, Oregon

Dear Mr. Bowser:

Thank you for your letter of February 2 in which you refer to possible relocation of Highway 197 in the Tygh Grade area.

I believe that you refer to what was once known as the old Postage Stamp Road which would go through the former town of Kingsley and would come into the Tygh Creek Road a few miles west of the mouth of Butler Canyon. This route has been considered in the past and, while it has some advantages, it is considerably longer than the existing route which would tend to cancel out any advantage.

Thank you for your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Forrest Cooper

FC:fn ms

REFERRED TO
Cooper
The State Highway Engineer

DUF OREGON
FEB 2 I961

The State Highway Department,
Salem Oregon.

Dear Sir;

Now that you are considering starting work on the Tygh Road in or by I963,I wonder if you have given thought to by-passing the long winding present Tygh Ridge Road,and making ,what seems to me a shorter straighter Highway,by taking off just East ? ofthe Town of Friend and coming out near the present junction in Tygh.

This would leave the present road in use,while constructing the new.

There may be obstacles that I do not know,but when I consider the cost of a second road,to be used while constructing the new,plus the cost of the new highway,it seems that the cut from Friend would be better.

It would seem a simple matter to then join the completed section of I97 from The Dalles either by going east? of Dufur orover the ridge thru Boyd.

Yours for better roads,(at less cost-)

I remain yours truly

L.J.Bowser

Route 2
Dufur Oregon.

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cooper
The State Highway Engineer

DUF OREGON
FEB 2 I96I

The State Highway Department,
Salem Oregon.

Dear Sir;

Now that you are considering starting work on the Tygh Road in or by I963, I wonder if you have given thought to by-passing the long winding present Tygh Ridge Road, and making ,what seems to me a shorter straighter Highway, by taking off just East ? ofthe Town of Friend and coming out near the present junction in Tygh.

This would leave the present road in use, while constructing the new.

There may be obstacles that I do not know, but when I consider the cost of a second road, to be used while constructing the new, plus the cost of the new highway, it seems that the cut from Friend would be better.

It would seem a simple matter to then join the completed section of I97 from The Dalles either by going east? of Dufur orover the ridge thru Boyd.

Yours for better roads, (at less cost-)

I remain yours truly

L.J.Bowser

Route 2
Dufur Oregon.

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

S-483(1) Little Deschutes River Bridge 1961
Odell Butte-Cresent Co. Rd.
#6011

C&A
2461

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-30-62	cc-786		518-1095-297

Contract 6011
S-483(1)

Klamath County
Courthouse
Klamath Falls, Oregon

Attn. County Court

NOTED
R. H. PRANGE

INVOICE NUMBER 76751

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Little Deschutes River Bridge, FAS 842, covered by agreement dated December 8, 1961.			
Original advance deposit		4,200.00	
Less amount previously transferred		3,200.00	
Balance advance deposit			$1,000.00
County share as per attached statement		3,550.16	
Less amount previously transferred		3,200.00	
			350.16
To be refunded			649.84

RECEIVED
OCT 30 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By ______________________________

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

October 29, 1962

NOTED
H. S. COX

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
JOHN D. GRAHAM

NOTE
V R.

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gentlemen:

Final costs are now available for the Little Deschutes River Bridge, Contract No. 6011, FAS 842, covered by agreement dated December 8, 1961, as shown in the attached cost statement.

In accordance with this agreement, a refund of $649.34 is due the county on this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Att.

cc: Mr. J. H. Creed, County Engineer

RECEIVED
MAY 28 1962
FOR FILING

6011

May 28, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6011, awarded to Hamilton & Thoms, Inc., for construction of the Little Deschutes River Bridge on the Odell Butte-Crescent County Road in Klamath County.

This contract was completed on April 12, 1962, and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $15,695.80 will be released to the contractor on or after June 5, 1962. The total contract amount is $18,400.30 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene
Oregon

RECEIVED
APR 17 1962
FOR FILING

6011

D Cook

COMMISSIONERS
N... McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 16, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. 14 Cottage Street
Salem, Oregon

Re: Little Deschutes River Bridge
Contract No. 6011
FAP No. S-483 (1)

Dear Mr. Polk:

Hamilton & Thomas, Inc. completed work on the Little Deschutes River Bridge construction on the Odell Butte - Crescent County Road in Klamath County, Contract No. 6011, FAP No. S-483 (1), on April 12, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
J. W. Nash
D. B. Parkes

P. S. Mr. D. B. Parkes and Floyd Query---

Will you please secure authority from the Commission to pay the final estimate on this job.

IDM

NOTED ON CARD
dc

NOTED
FLOYD QUERY

D Cook

RECEIVED FOR FILING

6011

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 5, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Little Deschutes River Bridge
FAP No. S-483(1)
Contract No. 6011

Dear Mr. Polk:

Hamilton & Thoms, Inc. began work on the Little Deschutes River Bridge project on Odell Butte - Crescent County Road in Klamath County, FAP No. S-483(1), Contract No. 6011, on February 26, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
FLOYD QUERY

RECEIVED

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

6011

FO R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

ATE: Oregon

COUNTY: Klamath

PROJECT NO.: S-483(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Little Deschutes River Bridge
0.3 mi. W. Crescent

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-9-61	0.01
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,421.00	$ 12,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Polk

By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer: January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Little Deschutes River Bridge, Project No. S-483(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RNC:mmb

December 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Little Deschutes River Bridge, Project No. S-483(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-485(1)

LITTLE DESCHUTES RIVER BRIDGE ON THE ODELL

BUTTE-CRESCENT ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 18, 1961

Type Code [illegible]

Little Deschutes River Bridge (Sta. 1+95 to Sta. 2+58)(Contract 6011)

Remove Old Bridge	All Required		$ 1,000.00
Furnish Treated Timber Piling	670 lin. ft.	$ 1.50	1,005.00
Drive Timber Piles	24 only	75.00	1,800.00
Class "A" Concrete (26 cu. yds.)	All Required		3,000.00
3' x 20'-25' Prestressed Slabs	33 only	240.00	7,920.00
Metal Reinforcement (2,600 lbs.)	All Required		400.00
Metal Parapet Railing	124 lin. ft.	10.00	1,240.00
Treated Timber in Place	5.5 M-FBM	400.00	2,200.00
	Subtotal		$18,565.00
	10% Engr. & Cont.		1,856.00
	Total		$20,421.00

Length of Structure . . . . 0.012 Mile

Federal Funds	$12,800.00
State Funds	3,810.50
County Funds.	3,810.50
	$20,421.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
JAN 4 1962
FOR FILING

6011

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 4, 1962

Hamilton & Thoms, Inc.,
Box 726
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6011, awarded December 12, 1961, for construction of the Little Deschutes River Bridge on the Odell Butte-Crescent County Road in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FORM E-129
JAN 5 1962
FOR FILING

6011

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 4, 1962

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

> **Contract #6011, awarded December 12, 1961, to Hamilton & Thoms, Inc., for construction of the Little Deschutes River Bridge on the Odell Butte-Crescent County Road in Klamath County.**

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

cc: **United Pacific Insurance Co.,**
Fidelity & Surety Dept.,
P. O. Box 1216
Tacoma 1, Washington

MISC. CONTRACTS and
AGREEMENTS

RECEIVED
JAN 16 1962
FOR FILING

6011

Salem, Oregon
December 19, 1961

Agenda Item 4-k-2

Fas Project Agreement
Klamath County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping and Records Engineer

Attached is a conformed copy of an agreement with Klamath County covering the construction of the Little Deschutes River Bridge on FAS 842 in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Klamath County Court.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1961

AGENDA
DEC 8 1961

4k-2

SUBJECT: FAS Project Agreement
Klamath County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering construction of the Little Deschutes River Bridge on FAS 842 in Klamath County.

Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved May 26, 1961.

Don Harwell

Don Harwell, Mapping & Records Engineer
County and City Relations

DH:mm
Att.

Ⓐ
2 COPIES TO
BE SIGNED

(Hwy Secretary)

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

5-26-61 Min. Page 33058
4C.

M

RECEIVED
DEC 19 1961
FOR FILING

6011

December 19 1961

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of an agreement between the State Highway Commission and Klamath County covering construction of the Little Deschutes River Bridge on FAS 842 in Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

WAY DEPARTME

NOTED
Harold C. Ayers

NOTED
H. S. COX

DATE 12-15-61	BILLING REQ. NO. CC 722	YOUR ORDER NO.	CREDIT DISTRIBUTION 518-1095-297

INVOICE NUMBER
72599

Klamath County Court
Courthouse
Klamath Falls, Oregon

Attention: J. R. Kalinoski, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$4,200.00
Partial transfer county advance deposit for Little Deschutes River Bridge Section, FAS 842. Covered by agreement dated December 8, 1961.			3,200.00
To be retained			$1,000.00

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
DEC 18 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ________

By ________

A 150 (REVISED 7-60)

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

December 15, 1961

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $4,200 for the Little Deschutes River Bridge on FAS 842. Contract #6011 has been awarded to Hamilton & Thoms, Inc., of Eugene.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

cc: J. R. Kalinoski

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
December 12, 1961

Mr. Ivan Merchant
OFFICE

Advance Deposit
FAS 842, Klamath County

NOTED
V R. JONES

NOTED
R. H. PRANGE

We have received this date Klamath County's advance deposit of $4,200 which represents the county's share for construction of the Little Deschutes River Bridge on FAS 842.

This project is now clear for award of a contract.

John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: R. L. Porter

NOTED
JOHN D GRAHAM

FORM E-120-X [illegible] 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

Enclose with check

NOTED
H. S. CO

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
DEC 12 1961
ENGINEER
COUNTY & CITY RELATIONS

December 7, 1961

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On December 6, a satisfactory bid was received from Hamilton & Thoma, Inc., of Eugene for construction of the Little Deschutes River Bridge Section of FAS 842. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$18,565.00	
Engineering & Contingencies, 12-1/2%	2,320.63	
Estimated Total Cost	$20,885.63	
County Advance Deposit		
20% of $20,885.63	$ 4,177.13	or say $4,200

Please make this deposit by means of a check in the amount of $4,200 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit ~~and a certification that all right-of-way has been acquired are~~ is received, a contract can be awarded for this project.

There were five bidders on this project with bids ranging from $18,565 to $25,022.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

V. R. Jones
V. R. Jones
County & City Relations Planning Engineer

RECEIVED
DEC 12 1961
OREGON
STATE HIGHWAY COMMISSION

VRJ:mm

cc: Mr. Jack Kalinoski, County Engineer

RECEIVED
DEC 13 1961
FOR FILING

6011

December 12, 1961

Hamilton & Thoms, Inc.
115 - 11th Ave. East
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 8 accepted your proposal for the Little Deschutes River Bridge on the Odell Butte-Cresent County Road in Klamath County for the sum of $18,565.00 and referred it to the State Highway Engineer with authority to the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract #6011.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our wire to you of this date.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
R. G. Savage (SIAC)
Frank Morgan
L. H. Young.
Ivan D. Merchant
Pacific Bldr. & Engr., Seattle
Lowell Richards, Daily Journal of Commerce, Seattle
Daily Mournal of Commerce, Portland

fp

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

TELEGRAM

Salem, Oregon
December 12, 1961
Time: 2:10 p.m.

HAMILTON & THOMS, INC.
115 - 11th Ave. East
Eugene, Oregon

CONTRACT FOR LITTLE DESCHUTES RIVER BRIDGE, KLAMATH COUNTY, FOR WHICH YOU SUBMITTED LOW BID DECEMBER 6 AWARDED YOU TODAY. CONTRACT FORMS FOLLOW SHORTLY.

SECRETARY
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Acct. (5003-900)
✓ Files
Lee Gatlin

RECEIVED
DEC 8 1961
FOR FILING

13-4[illegible]

6-11

December 8, 1961

Hamilton and Thomas, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 8, 1961, accepted your bid in the amount of $18,565.00 for the Little Deschutes River Bridge on the Odell Butte-Crescent County Road in Klamath County, which was the low bid received for that job on December 6, 1961.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

cc: Tom Edwards
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

November 16, 1961

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Mr. Kalinoski:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Little Deschutes River Bridge Section of FAS 842.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $25,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than November 30.

It is presently planned to accept bids for this project on December 6.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V R Jones

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

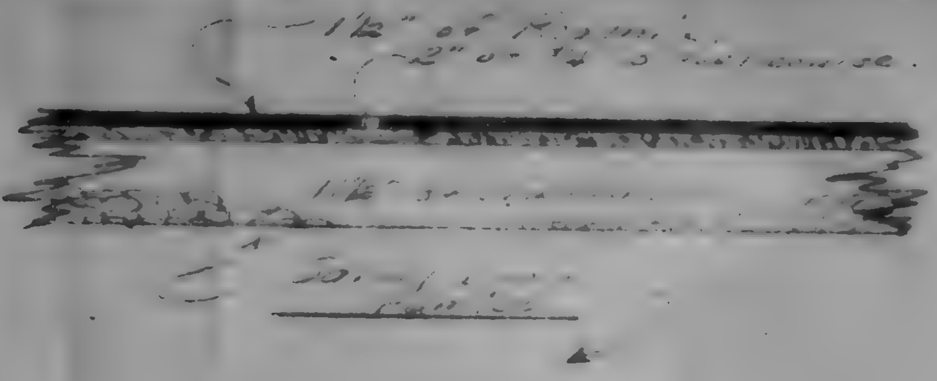
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Highway F.A.S. [illegible] County [illegible] Profile 518-1449

Engr. [illegible] Length of Project [illegible] Miles. Sta. ______ to Sta. ______ Date 10-11-61

TYPICAL SECTIONS [illegible]

Soil survey and [illegible]
[illegible]
county - city.



Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1½	[illegible]
			2	[illegible]
			1½	[illegible]
1½			*7.5	

RECEIVED
OCT 19 1961
ENGINEER
COUNTY & CITY RELATIONS

10-11-61

[illegible]

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible]											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
[illegible]
[illegible]
[illegible] Engineer Division

Submitted by ______ Soils Assistant

Recommended by ______ Construction Engineer

Recommended by ______ Engineer of Materials

Approved by ______ Deputy State Highway Engineer

RECEIVED
AUG 18 1961
FOR FILING
5-4 3 (1)
[illegible]

8-14-61

W. C. WILL

ADDENDUM TO LOCATION PROSPECTUS
LITTLE DESCHUTES RIVER SECTION
FAS 842, KLAMATH COUNTY

The following addendum is submitted to revise and correct the above-mentioned project on FAS 842.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Delete the second sentence and replace with the following sentence: "The condition of the existing bridge warrants its replacement with a new structure having a horizontal clearance of 26 feet with one 5-foot sidewalk on the left side." The remainder of the paragraph is correct as per the original prospectus.

Paragraphs 5 through 8: Correct as per original prospectus.

Attachment: Correct the typical section on the original attachment by eliminating the sidewalk on the right side.

August 14, 1961

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)

RECEIVED
AUG 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS
LITTLE DESCHUTES RIVER SECTION
FAS 842
KLAMATH COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 842, which is a county road on the Federal-Aid Secondary System. This bridge is located approximately 450 feet northwest of The Dalles-California Highway on the Odell Butte-Crescent County Road. The overall length of the project is 0.05 mile.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing timber trestle bridge on existing alignment. There are no towns affected by this project.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing 1959 ADT is 100 and the projected 1979 ADT is 150. The condition of the existing bridge warrants its replacement with a new structure having a horizontal clearance of 26 feet and two 5-foot sidewalks. The typical section will consist of two 11-foot lanes with 4-foot shoulders. There will be no change in alignment. Removal of the existing structure and provision of a detour will be required during construction. Grading and surfacing of approaches will be done by the county.

The tentative base design for construction is:

Surfacing	1¼"
Top Course, Base	2 "
Bottom Course, Base	12 "
Total Depth	15¼"

(Base design subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

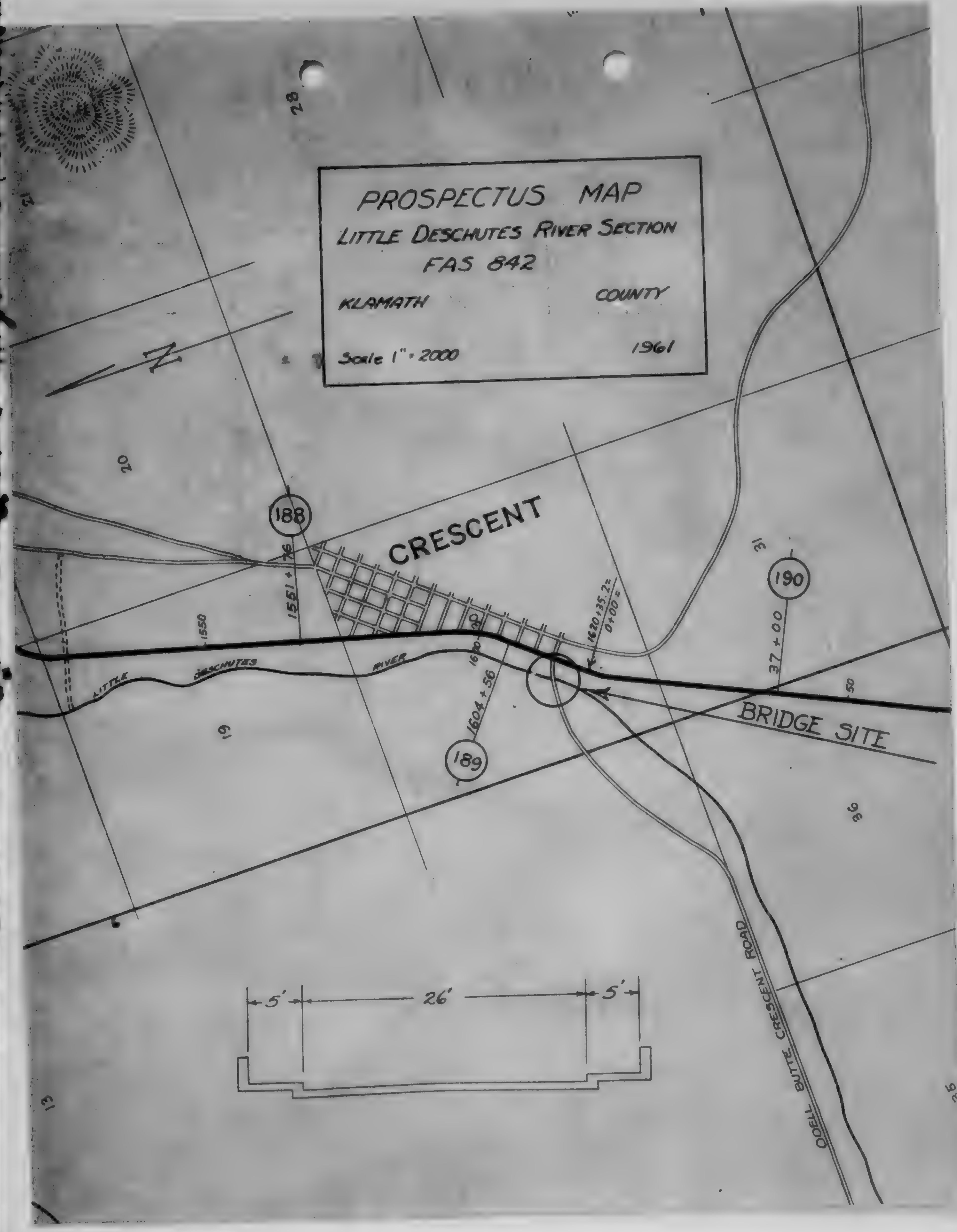
Agreements will be necessary with Klamath County.

There are no State parks or roadside rest areas affected by this project.

July 12, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)


PROSPECTUS MAP
LITTLE DESCHUTES RIVER SECTION
FAS 842
KLAMATH COUNTY
Scale 1" = 2000
1961
N
28
21
20
19
13
31
36
35
188
189
190
CRESCENT
1551+76
1550
1600
1604+56
1620+35.2=
0+00=
37+00
50
LITTLE DESCHUTES RIVER
BRIDGE SITE
ODELL BUTTE CRESCENT ROAD
5'
26'
5'

MEMO TO J. W. NASH 7/25/61

FAS 842, KLAMATH COUNTY

TERMINI: Bridge over the Little Deschutes River 0.2 mile west of FAP 4 in Crescent (Little Deschutes River Bridge).

PROPOSED WORK: Construct one 63' concrete bridge.

PROJECT LENGTH: 0.012 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000	(County)

EXISTING FACILITIES: Pile trestle timber bridge 57' long, 19'-2" wide. This bridge is too narrow to carry heavy logging truck traffic without hazard to pedestrians. Construction is too light for heavy loads of logs.

ADJACENT SECTIONS:
EAST END: 26' cinder surfacing, 26' roadway.
WEST END: 26' " " 26' "

PROJECT DATA: Construct a concrete slab span bridge 63' long and 26' wide with two 5' sidewalks on the same alignment as the existing bridge. The county will construct the approaches to a width of 30' to provide for two 11' travel lanes and 4' shoulders.

ROW:	60' minimum
ACCESS CONTROL:	None
RR XING:	None
MINIMUM DESIGN STANDARDS:	No exceptions
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

[redacted]

ROUTE DATA: This is mainly a log-hauling road serving National Forest lands. There is also local community traffic and some recreational usage.

VRJ:mm

ACG XND 1 7-3-6 100 AM

SWENSON

TT FROM BEN GIFFOR D INDICATES HE DID NOT RECEIVE BOOK OF FIELD NOTES
WE INCLUED WITH VICINITY MAP OF LITTLE DESCHUTES RIVER BRIDGE SECTION
WHICH WAS SENT U RCXX RECENTLY

SWIFT

BN

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

[illegible]TED
V R [illegible]

Fas 842

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
June 30, 1961

Mr. J. E. Morelock
OFFICE

Survey Data
Little Deschutes River Bridge
FAS 842, Klamath County

NOTED
V. R. JONES

The survey data has been examined and found to be consistent with the FAS project as requested by Klamath County; however, the book of field notes mentioned in Dean Swift's letter to Mr. Swenson was not transmitted to this office or received here.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

VRJ:mm

cc: Ivan Merchant
Dean Swift

FORM E-30 ECM 7-59 22124

FILED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G SWENSON

Bend, Oregon
June 29, 1961

SUBJECT: Little Deschutes River Bridge
Odell Butte-Crescent Co. Road

NOTED
Harold C. Ayers

To:

Mr. Clarence Swenson
County & City Relations Engr.,
State Highway Department
Salem, Oregon

Herewith vicinity map, one roll of plotted cross-sections and one book of field notes , also copy of a letter from Mr. Meritt pertaining to the Deschutes River Bridge. We believe the letter is self explanatory.

DEAN SWIFT
Division Engineer

By:
George W. Martin
Division Office Engineer

GWM:me
Encls.

RECEIVED
JUL 6 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 30 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 23 1961

FOR FILING

482 (1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1961

SUBJECT: Assignment No. 1075

To: Mr. P. M. Stephenson
Assistant State Highway Engineer

1075

Subsequent to a request from Mr. Kalinoski, Klamath County Engineer, the Bridge Division prepared two estimates for replacement of a bridge over the Little Deschutes River near Crescent on FAS 842. One of the estimates was based on conventional design and the other on a design for maximum gross loads of 64 tons and maximum axle loading of 14 tons.

These estimates were presented to Mr. Kalinoski and he decided to replace this structure with a standard H20-S16 structure.

On May 26 the Highway Commission approved the construction of this structure. A brief description of this project as approved by the Highway Commission is attached together with all correspondence on this matter.

This completes this file and assignment no. 1075.

C. G. Swenson
C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

NOTED
P. M. STEPHENSON

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

KLAMATH COUNTY
PROPOSED PROJECTS

FAS 415: Shasta Way-South 6th Street Section, 0.77 mile, paving, $75,000.

The proposed project is to construct two 24' travel ways with variable 4' to 10' shoulders and variable 4' to 16' median. Wearing surface shall consist of 3-1/2" of asphaltic concrete paving laid on asphaltic binder course.

Klamath County is presently engaged in grading this section to an 84' wide subgrade. County will also base the project through the leveling course and the estimated date for completion of the leveling course is July 1, 1961.

Klamath County is very desirous of paving completion during 1961 construction season.

FAS 842: Little Deschutes River Bridge Section of the Odell Butte-Crescent County Road. Bridge, $25,000.

The proposed project is to construct a new bridge on present alignment approximately 63' long with a horizontal clearance of 26', and with two 5' sidewalks.

Contractor shall build and maintain a detour during construction and shall be responsible for removal of existing structure.

Klamath County will build approaches to new bridge.

Mr. Jack Kalinoski, County Engineer, should be contacted prior to start of the survey.

61-c
5/16/61

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

May 16, 1961

Mr. Si Cox
County-City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Si:

I have just been advised, by the Forest Service Office in Crescent, Oregon, that there is a substitute route which could be used as a detour while the Little Deschutes River Bridge is being constructed near Crescent. It appears then that it would not be necessary to construct a detour in the bridge construction contract nor would it be necessary to construct a detour bridge structure across the river during the time of construction.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

Use the Gilchrist mill
bridge downstream.
from J. Kalinoski by phone 7-18-61

RECEIVED
MAY 17 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
APR 19 1961

FORM B-30

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

April 6, 1961

SUBJECT: Little Deschutes River Bridge
on FAS 842 near Crescent
Odell Butte-Crescent Highway
Klamath County

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
OFFICE

By your letter of March 30 you requested two estimates for the replacement of a bridge over the Little Deschutes River near Crescent on Federal-aid Secondary Highway No. 842.

We have prepared estimates based on an H20-S16 loading, and on a loading as requested by Mr. Kalinoski, of 64 tons gross with maximum axle loadings of 14 tons.

From material in our files the existing bridge consists of 3-19' pile trestle spans.

Our estimate is based on 3-21' spans on prestressed concrete piling with the superstructure consisting of standard prestressed precast slabs, and with a 26' roadway.

Our estimates for the H20-S16 structure are $18,400, and for the structure to carry the off-highway truck, $21,846; each estimate carrying an 18% surcharge for engineering and contingencies. The increased cost for the off-highway truck is about 19%, and is lower than normally would be expected because of the fact that the prestressed concrete slabs are designed for a maximum span length of up to 28' with the additional carrying capacity being obtained by additional prestressed tendons without any increase in concrete quantities. Because of the short spans involved only one set of tandem axles would be located in any one span, and thus the total gross load actually causes a comparatively small increase in carrying capacity.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

Copy referred to Mr. Wolfe April 10th.
See assignment No. 1075.

[illegible]

RECEIVED
MAR 31 1961

FOR FILING

5-483 (11)

C-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/30/61

SUBJECT:

To: Mr. P. M. Stephenson
OFFICE

Attached is a suggested letter to Mr. Merchant requesting estimates on the structure in Klamath County which I discussed with you this morning.

C. G. Swenson
C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

[illegible]TED
P. M. [illegible]ON

RECEIVED
MAR 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
3/30/61

Job 846

Mr. Ivan Merchant
Bridge Engineer
OFFICE

Attached is a copy of a letter from J. R. Kalanoski, Klamath County Engineer, requesting an estimate for a structure over the Little Deschutes River near Crescent.

Would you please prepare two estimates on this structure - one based on our conventional design and one based on a design to accommodate the loading as set forth in Mr. Kalinoski's letter.

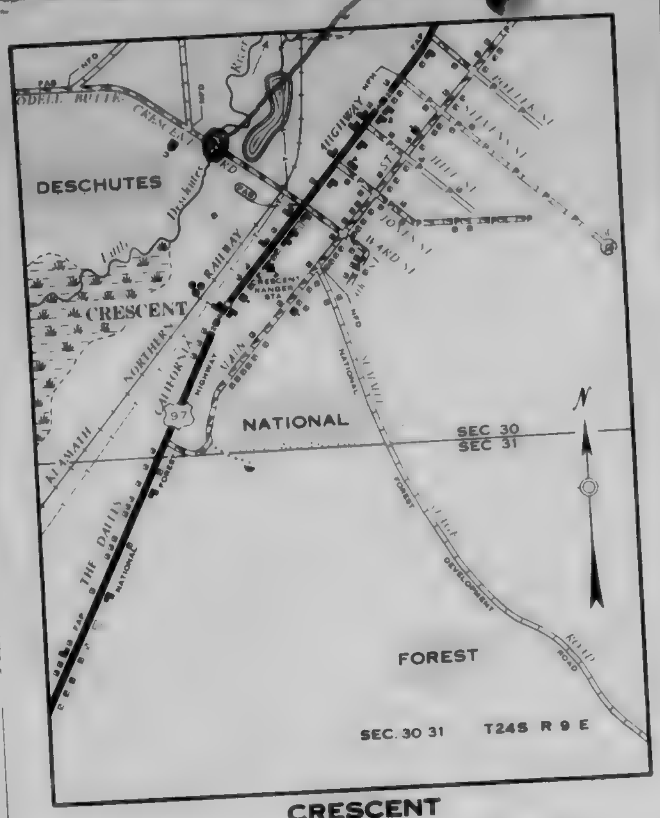
The location of the site is shown on the attached map.

P. M. Stephenson
Assistant State Highway Engineer

CGS:mm
Att.

cc: G. S. Paxson
C. G. Swenson

PROPOSED STRUCTURE FAS 846


ODELL BUTTE
CRESCENT LAKE ROAD
DESCHUTES
Little Deschutes River
CRESCENT
KLAMATH NORTHERN RAILWAY
SOUTHERN PACIFIC
THE DALLES CALIFORNIA HIGHWAY
97
NATIONAL
FOREST
FOREST DEVELOPMENT ROAD
SEC 30
SEC 31
N
SEC. 30 31 T24S R 9 E

CRESCENT

KLAMATH COUNTY OREGON

③

0 0.1 0.2 0.3 0.4 0.5 Miles

ROADSIDE CULTURE AS OF 1958

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

March 20, 1961

Clarence Swenson
County City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Clarence:

The Klamath County Court has authorized me to write to you requesting an investigation and cost estimate to construct a reinforced concrete bridge across the Little Deschutes River on Klamath County Road #1351, which is on the County Federal Aid Secondary route #842. The bridge would be located about .12 of a mile West of U.S. 97 where it passes through the town of Crescent. If you can advise us of the cost estimate for this project, we would then decide on the adviseability of programming the project.

It appears to me that there is a good possibility that this bridge may be used by loaded logging trucks of the off-highway class using 10 foot bunks with a maximum gross vehicle weight of 64 tons and a maximum axle loading of 14 tons. I give you this information because that I feel it may possible affect the estimate of the cost.

Please advise me when you have compiled this estimate.

Very truly yours,

J. R. KALINOSKI
County Engineer

Bunks 8'
Gross weight 76,000 lbs.
Maximum single axle 18,000 lbs.
" tandem " 32,000 "

[illegible] the following tabulation. [illegible] the actual apportionment [illegible] ing factor in this status, and the [illegible] of federal funds to each county is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

[illegible] thousands

Allotment of Federal Funds:	
Fiscal Year 1954	$ 41,532
" " 1955	41,662
" " 1956	[illegible]
" " 1957	53,663
" " 1957*	9,508
" " 1958	64,250
" " 1959	65,119
" " 1960	68,725
Exchange of "D" Funds	2,400
Fiscal Year 1961	63,168
" " 1962	62,366
" " 1963	65,266
" " 1964	
" " 1965	
" " 1966	
" " 19[illegible]	
" " 19[illegible]	
" " 19[illegible]	

FAS	Federal Funds Obligated for Projects Programmed [illegible] Section		Federal Funds
			$ 62,600
429	Sprague River - Beatty Jct.		
583	Lost River Br. Merrill		65,334
430	" " " Bonanza		
431	" " " Olene		~~44,000~~
18[illegible]	Lost River Br.	[illegible]	
63[illegible]	K.I.D. 'A' Canal Br.	[illegible]	35,146
[illegible]	[illegible] Bly - Lake Co. Line		2[illegible],000
326	[illegible] 'D' Canal Br.		13,000
	Shasta Way - South 6th St.		

295,08[illegible]

Federal Funds		
[illegible]	Obligated	Unprogrammed Balance
[illegible] - $ [illegible] =		$ 2[illegible]
[illegible] - [illegible] =		$ [illegible]

Unprogrammed Balance Total Funds (1962)

*Additional funds [illegible]

Klamath [illegible]

3-21-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-9-62	cc-792		522-1012-297

INVOICE NUMBER 76940

Contract 6012
K-148(3)

Linn County
Courthouse
Albany, Oregon
Attn. County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Butte Creek Bridge, FAS 569. Covered by agreement dated December 12, 1961.			
Original advance deposit		3,[illegible].00	
Less amount previously transferred		2,600.00	$ 700.00
County share as per attached statement		2,922.98	
Less amount previously transferred		2,600.00	322.98
To be refunded			$ 377.02

RECEIVED
NOV 13 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

A 150 (REVISED 7-60)

NOTED
[illegible]

[illegible]

NOTED
DON HARWELL

November 8, 1962

Linn County Court
Courthouse
Albany, Oregon

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Gentlemen:

Final costs are now available on the Butte Creek Bridge on FAS 569, Contract No. 6012, as shown in the enclosed cost statement.

In accordance with an agreement dated December 12, 1961, a refund of $377.02 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

S-148(3) Butte Creek Bridge, Lebanon- 1961
Brownsville Road
#6012

C44
2423

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-9-62	cc-792		522-1012-297

Contract 6012
S- 148(3)

Linn County
Courthouse
Albany, Oregon
Attn. County Court

INVOICE NUMBER **76940**

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

RECEIVED
NOV 13 1962
ENGINEER
COUNTY & CITY RELATIONS

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Butte Creek Bridge, FAS 569. Covered by agreement dated December 12, 1961.			
Original advance deposit		3,300.00	
Less amount previously transferred		2,600.00	$ 700.00
County share as per attached statement		2,922.98	
Less amount previously transferred		2,600.00	322.98
To be refunded			$ 377.02

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150 (REVISED 7-60)

NOTED
[illegible]

H S [illegible]

NOTED
DON HARWELL

November 8, 1962

Linn County Court
Courthouse
Albany, Oregon

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Gentlemen:

Final costs are now available on the Butte Creek Bridge on FAS 569, Contract No. 6012, as shown in the enclosed cost statement.

In accordance with an agreement dated December 12, 1961, a refund of $377.02 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

RECEIVED
MAY 7 1962
FOR FILING

6012

May 3, 1962

American Insurance Co.,
McLaughlin Bldg.,
1220 SW Columbia
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #6012, awarded to George Millett, Jr., for construction of the Butte Creek Bridge on the Lebanon-Brownsville Road in Linn County.

This contract was completed on April 5, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $1,231.55 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,471.60 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Co.,
Ward-Pollard Ins. Agency
59 East 14th Avenue
Eugene, Oregon

cc: Mr. George Millett, Jr.,
330 Sunset Drive
Eugene, Oregon

D Cook

RECEIVED
APR 17 1962
FOR FILING

COMMISSIONERS
McIVER, CHAIRMAN
LAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

S-148(3)
6012

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 16, 1962

Mr. C. C. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage
Salem, Oregon

Re: Butte Creek Bridge
Contract no. 6012
FAP no. S-148(3)

Dear Mr. Polk:

George Millett, Jr. completed construction work on the Butte Creek Bridge on the Lebanon - Brownsville Road in Linn County, Contract No. 6012, FAP No. S-148(3), on April 5, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query ✓
J. W. Nash
D. B. Parkes

P. S. Mr. D. B. Parkes and Floyd Query----

Will you please secure authority from the Commission to pay the final estimate on this job.

IDM

NOTED ON
lc

NOTED
FLOYD QUERY

RECEIVED
B 1 1962

6012

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 31, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage
Salem, Oregon

Re: Butte Creek Bridge
Contract No. 6012
FAP No. S-148(3)

Dear Mr. Polk:

George Millett, Jr. began work on the Butte Creek Bridge construction project on the Lebanon - Brownsville Road in Linn County, Contract No. 6012, FAP No. S-148(3), on January 29, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
1962
FOR [illegible]

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	Form PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4 6012	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Linn PROJECT NO. S-148(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Butte Cr.
5 Mi. N. Brownsville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-9-61	0.01
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,921.00	$ 10,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C G Polk

~~By~~ XX /S/ C. G. Polk
(Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Butte Creek Bridge, Project No. S-148(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb
Enc.

December 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Butte Creek Bridge, Project No. S-148(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RWC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-148(3)

BUTTE CREEK BRIDGE ON THE
LEBANON-BROWNSVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1961

Type Code 1020
Butte Creek Bridge (Sta. 353+13 to Sta. 358+73)(Contract 6012)

Remove Old Bridge	All Required		$ 1,500.00
Furnish Treated Timber Piling	1,800 lin.ft.	$ 1.38	2,484.00
Drive Timber Piles	24 only	75.00	1,800.00
Class "A" Concrete (14 cu.yds.)	All Required		1,000.00
3'x15'-20' Prestressed Slabs	8 only	220.00	1,760.00
3'x20'-25' Prestressed Slabs	16 only	233.00	3,728.00
4'x15'-20' Prestressed Slabs	1 only	274.00	274.00
4'x20'-25' Prestressed Slabs	2 only	294.00	588.00
Metal Reinforcement (1400 lbs.)	All Required		200.00
Treated Timber in Place	3.8 M-FBM	300.00	1,140.00
	Subtotal		$14,474.00
	10% Engr. & Cont.		1,447.00
	Total		$15,921.00

Length of Structure - - - - - - 0.011 Mile

Federal Funds	$10,000.00
State Funds	2,960.50
County Funds	2,960.50
	$15,921.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 22 1962
FOR FILING

[illegible]

6012

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 22, 1962

Mr. George Millett, Jr.,
330 Sunset Drive
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6012, awarded December 18, 1962, for construction of the Butte Creek Bridge on the Lebanon-Brownsville Road in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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[illegible] 22 1961

FOR FILING
6212

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT: Advance Deposit
FAS 569, Linn County

To: Mr. Ivan Merchant
Bridge Engineer
OFFICE

We have received Linn County's deposit of $3,300 which represents the county's share for the construction of the Butte Creek Bridge.

The project is now clear for award of a contract.

V. R. Jones
County & City Relations Planning Engineer

JDG:mm

cc: R. L. Porter ✓
L. E. Young

RECEIVED
[illegible] 1961

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-21-61	CC 724		522-1012-297

INVOICE NUMBER 72640

NOTED
DON HARWELL

Linn County Court
Courthouse
Albany, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$3,300.00
Partial transfer county advance deposit for Butte Creek Bridge Section, FAS 569. Covered by agreement dated December 8, 1961.			2,600.00
To be retained			$ 700.00

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

RECEIVED
DEC 21 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

A 150 (REVISED 7-60)

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
Harold C. Ayers

Salem, Oregon
December 20, 1961

NOTED
V. R. JONES

Advance Deposit
FAS 569, Linn County

Mr. Ivan Merchant
Bridge Engineer
OFFICE

NOTED
DON HARWELL

NOTED
V R JONES

NOTED
R. H. PRANGE

We have received Linn County's deposit of $3,300 which represents the county's share for the construction of the Butte Creek Bridge.

The project is now clear for award of a contract.✓

V. R. Jones
County & City Relations Planning Engineer

JDG:mm

cc: R. L. Porter
L. H. Young

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

December 20, 1961

Linn County Court
Courthouse
Albany, Oregon

NOTED
DON HARWELL

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $3,300 for the Butte Creek Bridge on FAS 569. Contract #6012 has been awarded to George Millett, Jr., of Eugene.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advice and they will be furnished promptly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

VR Jones
V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

cc: Mr. Orris Carnegie, County Engineer

OTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
V R JONES

December 7, 1951

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On December 6, a satisfactory bid was received from George W. Millett, Jr. of Eugene for construction of the Butte Creek Bridge Section of FAS 509. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$14,474.00
Engineering & Contingencies, 12-1/2%	1,809.25
Estimated Total Cost	$16,283.25
County Advance Deposit 20% of $16,283.25	$ 3,256.65 or say $3,300

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $3,300, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Seven bids were received on this project ranging from $14,474 to $18,850.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:am

cc: Mr. Orrie Carnegie, County Engineer

RECEIVED
FEB 21 1962

FOR FILING
[illegible] 418 (2)

6017

MISC. CONTRACTS and AGREEMENTS No. 2473

AGENDA
JAN 19 1962
3g-2
3g-2

Salem, Oregon
December 19, 1961

FAS Project Agreement
Linn County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Robert H. Prange
County & City Relations Field Engineer

Attached is a conformed copy of an agreement with Linn County covering construction of the Butte Creek Bridge on FAS 569 in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Linn County Court.

Secretary

rn
Attach: 1

Confirmation

E.R

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1961

SUBJECT: FAS Project Agreement
Linn County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering construction of the Butte Creek Bridge on FAS 569 in Linn County.

Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved January 27, 1961.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED
DEC 19 1961
FOR FILING
4
6612

December 19, 1961

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County a fully executed copy of an agreement between the State Highway Commission and Linn County covering construction of the Butte Creek Bridge on FAS 569 in Linn County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
JAN 15 1962
FOR FILING

6012

December 18, 1961

George W. Millett, Jr.
330 Sunset Drive
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 8, 1961, accepted your proposal for Butte Creek Bridge on Lebanon-Brownsville Road in Linn County for the sum of $14,474.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 6012.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

kp
CC Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. L. D. Merchant
Pacific Builder & Engineer, Inc.
Seattle, Washington
Daily Journal of Commerce
Seattle, Washington
Daily Journal of Commerce
Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 18, 1961

George W. Millett, Jr.
330 Sunset Drive
Eugene, Oregon

Contract No. 6012 for Linn County: Butte Creek Bridge on Lebanon-Brownsville Road, for which you submitted low bid on December 6, 1961 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900) - Maison
Lee Gatlin
✓Files

RECEIVED
DEC 8 1961
FOR FILING

-14P (2)

1-12

December 8, 1961

George W. Millett, Jr.
330 Sunset Drive
Eugene, Oregon

Dear Sir:

The State Highway Commission on December 8, 1961, accepted your bid in the amount of $14,474.00 for the Butte Creek Bridge on the Lebanon-Brownsville Road in Linn County, which was the low bid received for that job on December 6, 1961.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

cc: Tom Edwards
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
V. R. JONES

November 13, 1961

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Butte Creek Bridge Section of FAS 569.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $18,810; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than November 30.

It is presently planned to accept bids for this project on December 6.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R Jones
Verne R. Jones
County and City Relations Field Engineer

VRJ:mm
Encl.

NOTED
H. S. COX

NOTED
R. H. PRANGE

October 16, 1961

Mr. Orris A. Carnegie
Linn County Engineer
Courthouse
Albany, Oregon

NOTED
V. R. JONES

Dear Mr. Carnegie:

This is to acknowledge receipt of your letter of October 6, 1961, advising that the county road may be closed during construction of the Butte Creek Bridge on FAS 569 and requesting a postponement of construction of the Powers Slough Bridge on FAS 769.

Please be advised that the Powers Slough Bridge (FAS 769) has been removed from the December contract letting and will be moved to one of the late spring lettings with a probable date sometime in May.

NOTED
DON HARWELL

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
R. H. PRANGE

RHP:cm

H. S. Cox
County and City Relations Engineer

cc: D. G. De Sart
O. C. Turner

NOTED
JOHN D. GRAHAM

NOTED

OFFICE OF SURVEYOR
LINN COUNTY - - ALBANY, OREGON
PHONE WA 6-1859

NOTED
H. S. COX

October 6, 1961

NOTED
Harold C. Ayers

Oregon State Highway Dept.
Department of County-City Relations
Salem, Oregon

NOTED
R. H. PRANGE

Gentlemen:

In confirmation of our telephone conversation, the Linn County Court has decided that the road will have to be closed while the Butte Creek Bridge (F.A.S. 569) is being built, therefore construction should be carried forward with the least possible delay.

As to the bridge North and West of Shedd (F.A.S.769), the County Court believes it might be advisable to postpone construction until next Spring. It would be impossible to construct a detour that would hold during the winter, but in drier weather one could be easily built and maintained. Since it would be quite inconvenient to the public to close this particular road, it is felt that we should wait until such a detour can be built.

[illegible] 1962 [illegible]

Very truly yours,

Orris A. Carnegie
Orris A. Carnegie
Acting County Engineer

NOTED
DON HARWELL

OAC:mb

[illegible]

RECEIVED
OCT 9 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED

MEMO TO J. W. NASH
7/13/61 (Supersedes Memo of 6/26/61)

FAS 569, LINN COUNTY

TERMINI: Bridge over Butte Creek located approximately 1.5 miles southeast of Plainview (Butte Creek Bridge).

PROPOSED WORK: Construct one concrete bridge 60' long.

PROJECT LENGTH: 0.01 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$15,000	$9,000	$3,000	$3,000 (County)

EXISTING FACILITIES: The existing structure is a three span pile trestle timber bridge 45' long and 17'-2" wide with a wood plank deck covered with an oil mat wearing surface. It is too narrow to safely accommodate present traffic, and the timber materials in the bridge are deteriorating to a condition which makes replacement advisable.

ADJACENT SECTIONS:
NORTH END: 18' bituminous surface, 26' roadway.
SOUTH END: 18' " " , 26' " .

PROJECT DATA: Construct one concrete bridge on treated timber piling, 60' long and 24' wide. To be constructed on the present alignment and the county will construct approaches to satisfactory highway department standards. Approaches to have a 20' wide bituminous wearing surface and a 28' roadway.

ROW:	60' minimum
ACCESS CONTROL:	None
RR XING:	None
MINIMUM DESIGN STANDARDS:	No exceptions
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

ROUTE DATA: Submitted on S-148(1) or S-148(2).

VRJ:mm

NOTED

NOTED
C G SWENSON

MEMO TO J. W. NASH
6/26/61

FAS 569, LINN COUNTY

TERMINI: Bridge over Butte Creek located approximately 1.5 miles southeast of Plainview (Butte Creek Bridge).

PROPOSED WORK: Construct one concrete bridge 60' long.

PROJECT LENGTH: 0.01 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$15,000	$9,000	$3,000	$3,000 (County).

EXISTING FACILITIES: 45' pile trestle timber bridge 17'-2" wide in deteriorated condition.

ADJACENT SECTIONS:
  NORTH END: 18' bituminous surface, 26' roadway.
  SOUTH END: 18' " " 26' "

PROJECT DATA: Construct one concrete bridge on treated timber piling, 60' long and 24' wide. To be constructed on the present alignment and the County will construct approaches to satisfactory highway department standards. Approaches to have a 20' wide bituminous wearing surface and a 28' roadway.

ROW:	60' minimum
ACCESS CONTROL:	None
RR XING:	None
MINIMUM DESIGN STANDARDS:	No exceptions
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

ROUTE DATA: Submitted on S-148(1) or S-148(2).

VRJ:mm

OTED
V JONES

RECEIVED
APR 14 1961
ENGINEER
COUNTY & CITY RELATIONS

4-10-61

LOCATION PROSPECTUS
BUTTE CREEK BRIDGE
LEBANON-BROWNSVILLE ROAD, FAS 569
LINN COUNTY

The following prospectus is submitted concerning the above-mentioned county bridge (Bridge No. 12,634) at M.P. 8.20 of the Lebanon-Brownsville County Road, FAS 569, which is on the Federal Aid Secondary System. The total overall length of the project is 300 feet.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing pile trestle bridge (consisting of three 15-foot spans) on existing alignment and grade.

There are no towns affected by the project. Routine soils investigations will be conducted and drainage studies will be made to provide adequate flow of Butte Creek. An economic analysis is not necessary.

The existing 1959 ADT is 350 and the projected 1979 ADT is 600. Traffic and the condition of the existing bridge warrant a new structure with a horizontal clearance of 24 feet. The county has a preference for a precast beam, poured-in-place deck on treated piling. The typical section will be two 10-foot travel lanes with 4-foot shoulders.

Except for one small delta angle, the alignment is tangent for approximately 0.5 mile in each direction. The existing grade is less than one per cent.

Approaches and connections will be built by the county. The county will also provide a detour or close the road during construction for a specified limited length of time. Removal of the existing structure will be part of the FAS project.

This will be a two-lane county road with no control of access.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11
Top Course, Base	3 "	Level
Bottom Course, Base	13 "	Pit Run Base
Total Depth	17¼"	

(Base design is subject to change upon completion of soils investigations.)

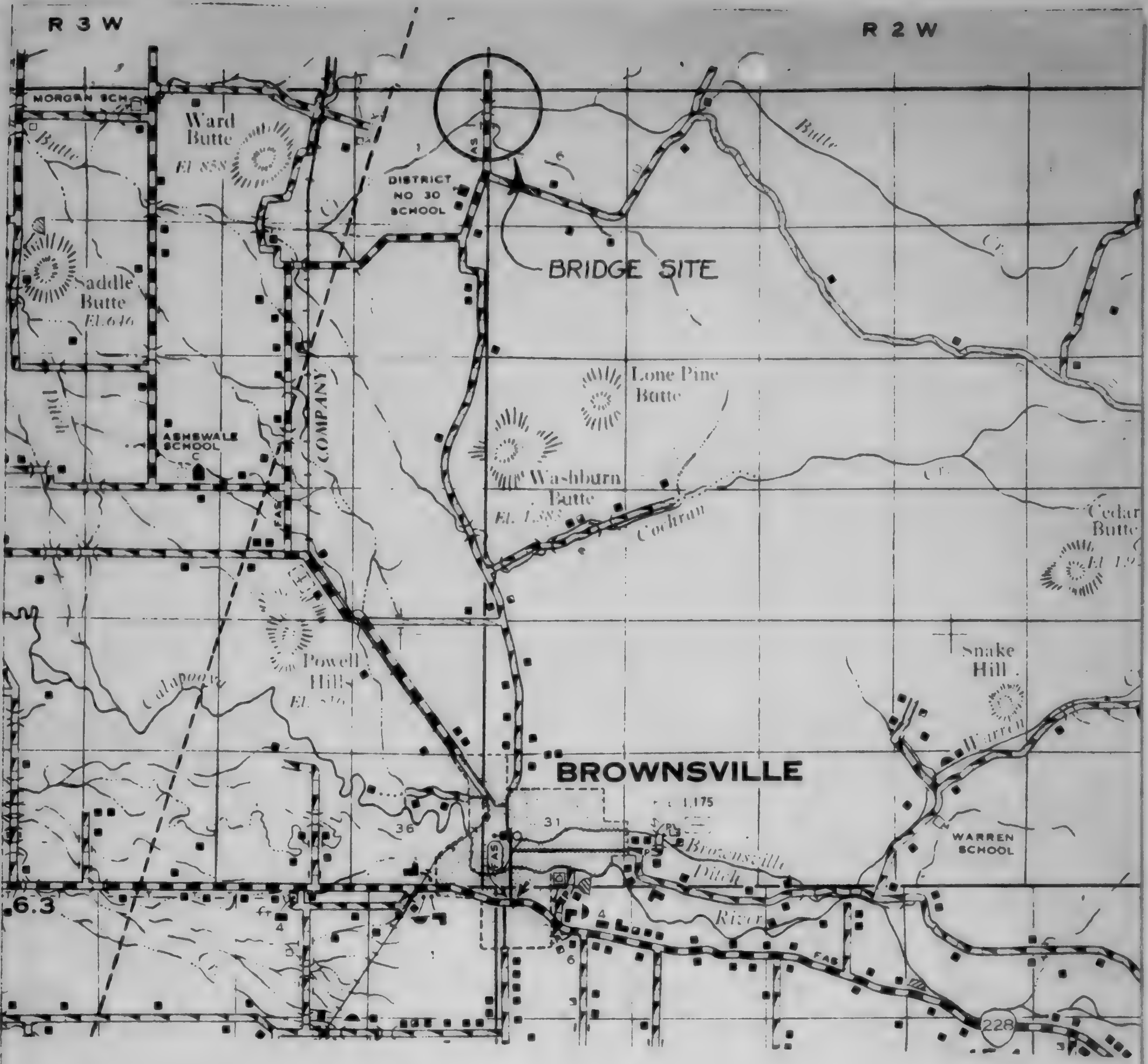
Agreements with Linn County will be required.

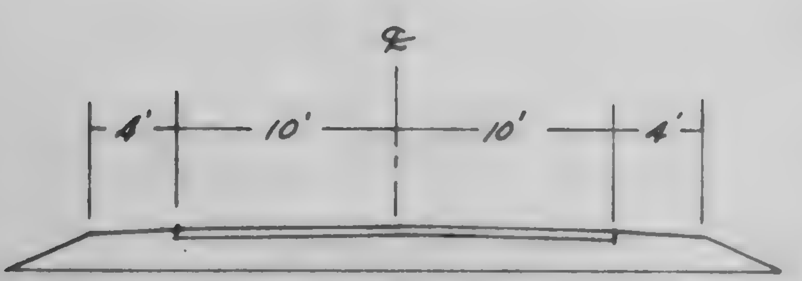
There are no State parks or roadside rest areas affected by this project.

April 10, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)


R 3 W
R 2 W
MORGAN SCH
Ward Butte
El. 858
Butte
DISTRICT NO 30 SCHOOL
Saddle Butte
El. 646
BRIDGE SITE
Butte
Cr.
Lone Pine Butte
Washburn Butte
El. 1,383
Cochran
Cr.
Cedar Butte
ASHSWALE SCHOOL
COMPANY
FAS
Ditch
Powell Hill
Calapooya
Snake Hill
Warren
BROWNSVILLE
36
31
WARREN SCHOOL
Brownsville Ditch
River
FAS
6.3
228



PROSPECTUS MAP
BUTTE CREEK BRIDGE
FAS 569

LINN COUNTY

Scale 1" = 1 Mi. 1961

PROPOSED PROJECTS
LINN COUNTY

FAS 218: Calapooya River Bridge, $50,000. This bridge is located approximately 3.7 miles southeast of the junction near Holley of FAS 218 with FAS 215 (Halsey-Sweet Home Highway) and carries highway department bridge inventory number 12,848.

The proposed project is to replace the existing 110-foot long log span bridge with a new structure on a revised location. The new structure is to have a horizontal clearance of 24 feet. The FAS project will be for the structure only with the existing bridge carrying traffic during construction. Linn County will construct road approaches as required and remove the existing bridge. The survey should extend a sufficient distance on each side of the new bridge site to tie in with the existing road.

FAS 569: Butte Creek Bridge, $12,000. This bridge is located approximately 1.5 miles southeast of Plainview and carries highway department bridge inventory number 12,634.

The proposed project is to replace the existing 45-foot pile trestle with a new structure 24 feet in width. The county has a preference for a precast beam, poured-in-place deck on treated piling if this type of construction is feasible. The county will either provide a detour or close the road during construction. The county will also construct the approaches and connections.

If the road is closed to traffic during construction, specifications should provide that the closure should be for the minimum length of time required for construction of the new bridge.

Removal of the existing structure shall be part of the FAS contract.

Approved
1-27-61

61-a
1/12/61

S-105(2) Long Tom River (Bundy) Br., 1961
Martins Lake Road
#6013

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

RECEIVED
JUL 26 1963
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-25-63	CC 313		502-1095-097

INVOICE NUMBER 79251

Benton County
Courthouse
Corvallis, Oregon
~~Att: County Court~~

NOTED
D. GRAHAM

Contract file

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing, Bundy Bridge Section, FAS 577 covered by agreement dated December 6, 1961.	NOTED DON HARWELL		
Original Advance Deposit		9,500.00	
Less amount previously transferred		7,500.00	
			2,000.00
County's share as per attached statement		8,954.04	
Less amount previously transferred		7,500.00	
			1,454.04
To be refunded			545.96

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

July 24, 1963

NOTED
H. S. COX

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
DON HARWELL

Gentlemen:

Final costs are now available on the Bundy Bridge Section of FAS 378, Contract No. 6013, as shown in the enclosed cost statement.

In accordance with an agreement dated December 8, 1961, a refund of $545.96 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

6013

RECEIVED
FEB 7 1963
FOR FILING

Monthly transaction number 18

Project report number [illegible]

6013

PR-2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-1-63

State **Oregon**

County **Benton**

Project number **S-205(2)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **January 26**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **47,756.00**
Revised Federal funds	$ **29,646.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **1** day of **February**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stea

ASST, **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
Division Engineer

L R Backlund
By: L. R. Backlund, Administrative Mgr.

January 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Long Tom River (Bundy) Bridge, Project No. S-205(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
1962

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. ~~FOR~~ S-105(2)	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
~~PROJECT REPORT NO.~~ 4 6013	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Benton
		PROJECT NO. S-205(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Long Tom River
5 mi. N.E. Monroe (Bundy Bridge)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-9-61	0.03
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,386.00	$ 29,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Asst State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: CG Polk
C. G. Polk
(Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Long Tom River (Bundy) Bridge, Project No. S-205(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb
Enc.

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Long Tom River (Bundy) Bridge, Project No. S-205(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-205(2)

LONG TOM RIVER (BUNDY) BRIDGE ON THE MARTINS
LAKE ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1962

Type Code X083
Bundy Bridge (Sta. 88+20 to Sta. 90+09) (Contract 6013)

Furnish 16" Octagonal Prestressed Concrete Piling	1,100 lin. ft.	$ 5.18	$ 5,698.00
Drive Concrete Piles	24 only	100.00	2,400.00
Class "A" Concrete (205 cu. yds.)	All Required		15,017.00
60'-65' Type III Prestressed Beams	12 only	1,154.00	13,848.00
Metal Reinforcement (39,000 lbs.)	All Required		5,070.00
8-inch Metal Drain Pipe	35 lin. ft.	3.90	136.50
	Subtotal		$42,169.50
	10% Engr. & Cont.		4,216.50
	Total		$46,386.00

Length of Structure . . . . 0.036 Mile

Federal Funds	$29,200.00
State Funds	8,593.00
County Funds	8,593.00
	$46,386.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

9

RECEIVED
OCT 31 1962
FOR FILING

October 31, 1962

American Insurance Company
McLaughlin Building
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

On October 30, 1962, you were notified of the release of final payment on Contract No. 6013, awarded to George W. Millett, Jr., for the Bundy Bridge construction over the Long Tom River on Martins Lake Road in Benton County.

Final payment on this contract is $4,789.21 and the total contract amount is $42,157.80 and no work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: George W. Millett, Jr.
330 Sunset Drive
Eugene, Oregon

RECEIVED
OCT 30 1962
FOR FILING

5-11-(2)

6013

October 29, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 11 on Contract 6013. The contract was with George Millett, Jr. and was for the Long Tom River (Bundy) Bridge on Martins Lake Road in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 11, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter written
10-30-62

FORM E-30 50M 6-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1962

SUBJECT: Completion Date

To: P. M. Stephenson
Ass't. State Highway Eng.

OFFICE

George Millett, Jr. completed work on Contract No. 6013, Long Tom River (Bundy) Bridge on Martins Lake Road in Benton County, on September 11, 1962. This contract is ready for acceptance by the Commission.

This is a Federal Aid Secondary project and does not require final inspection nor concurrence by the Bureau of Public Roads.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: Floyd Query
D. B. Parkes

RECEIVED
OCT 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
5 1962
FOR FILING

6013

October 4, 1962

The American Insurance Company
1220 S. W. Columbia Street
Portland 1, Oregon

Gentlemen:

This is in reply to your letter of October 2 concerning the status of the George W. Millett, Jr., Contract No. 6013, Bundy Bridge construction on the Long Tom River Section of the Martins Lake Road in Benton County.

Your status inquiry form, which was returned to you on September 20 stating that this contract was 35% complete, was in error. Our Bridge Division now informs us that this contract was completed on September 11, 1962.

The contractor's job performance was satisfactory and he completed the project in 120 workdays which was the same number of workdays as specified in the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

EDWARD W. RAMSDEN
RESIDENT VICE-PRESIDENT
CAPITOL 6-3761

The American
INSURANCE COMPANIES
1846

PORTLAND BRANCH OFFICE
1220 S. W. COLUMBIA STREET • PORTLAND 1, OREGON

✓

October 2, 1962

C. W. Head
Assistant Secretary
Oregon State Highway Commission
Salem, Oregon

Re: S 476 3796
George W. Millett, Jr.
Contract #6013
Martins Lake Road, Benton County, Bundy Bridge #14171C
Contract Price $42,169.50

Bill Garrett - Bridge
Completed - Sept. 11, 1962
Waiting "Ok" from B.P.R.
then will notify us of completion date.
Final payment will be $4,789.21 - Total payment will be $42,157.80 which includes the final payment
120 work days used to complete job. Same as specified in contract.

Dear Mr. Head:

Many thanks for returning our Status Inquiry which you had signed on September 20.

You indicated that on that date there remained 35% of the job to complete. Since our original information indicated that there were 120 work days, we are inquiring as to the date this job is expected to be completed. Our question as to whether the work was progressing satisfactorily was not answered, and we would appreciate your comment on that point together with any other remarks which might be appropriate.

Many thanks for your cooperation.

Yours very truly,

Lucian W. Himes

Lucian W. Himes
BOND DEPARTMENT

cc: Ward-Pollard Agency

dlg

RECEIVED
OCT 3 1962
OREGON
STATE HIGHWAY COMMISSION

NOTE
C W HEAD

THE AMERICAN
INSURANCE COMPANY
NEWARK

THE AMERICAN INTERSTATE
LIFE INSURANCE COMPANY
NEWARK

AMERICAN AUTOMOBILE
INSURANCE COMPANY
SAINT LOUIS

ASSOCIATED INDEMNITY
CORPORATION
SAN FRANCISCO

RECEIVED
5 1962
FOR FILING

EDWARD W. RAMSDEN
RESIDENT VICE-PRESIDENT
CAPITOL 6-3761

1846 The American
INSURANCE COMPANIES

PORTLAND BRANCH OFFICE
1220 S. W. COLUMBIA STREET • PORTLAND 1, OREGON

Files

6013 October 4, 1962

C. W. Head
Assistant Secretary
Oregon State Highway Commission
Salem, Oregon

Re: S 476 3796
George W. Millett, Jr.
Contract #6013
Martins Lake Road, Benton County, Bundy Bridge #14171C
Contract Price $42,169.50

Dear Mr. Head:

Since our letter of October 2, we have received word from the principal that this job was completed and accepted.

Mr. Millett feels there is some confusion on this matter as he has the notice of completion signed by the engineer, dated September 11, 1962.

Please advise us on this at your earliest convenience and thank you for your help in this matter.

Yours very truly,

C. Thomson

C. Thomson (Miss)
Bond Department

Contract #6013

Ackn. - their Oct. 2, letter on 10/4/62 re-completion date Sept. 11, 1962 is correct.
C.H.

RECEIVED
OCT 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 27 1962

FOR FILE

6013

D Cook

FORM E-123-X 50M 6-61
COMMISSIONERS
N. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 26, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Long Tom River (Bundy) Bridge
Contract No. 6013
FAP No. S-205(2)

Dear Mr. Polk:

George Millett, Jr. began work on the Long Tom River (Bundy) Bridge project on Martin's Lake Road in Benton County, Contract No. 6013, FAP No. S-205(2), on February 19, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
JAN 17 1962
FOR FILING

6013

January 17, 1962

Mr. George W. Millett, Jr.,
330 Sunset Drive
Eugene
Oregon

Dear Sir:

This letter is in regard to making a correction of one sheet in the contract #6013, awarded to you on December 22, 1961, for construction of the Bundy Bridge on the Long Tom River Section of Martins Lake Road in Benton County.

This sheet making the correction, reads at the top "Interstate Highway System" and the T.E.D. Drw'g. No. is 5000 (at the bottom of sheet). We are enclosing two of these sheets, one for your executed copy and one for your copy marked "ADVANCE COPY to be Retained by the Contractor". This sheet is to be inserted after the last page (47) of the Special Provisions section, after removing the sheet already in the contract, which reads at the top "County-State-Federal Highway Construction with T.E.D. Drw'g. No. 5004 at the bottom of page.

We are correcting all other copies of this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Attach.

RECEIVED
JAN 12 1962
FOR FILING

6013

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 12, 1962

Mr. George W. Millett, Jr.,
330 Sunset Drive
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6013, awarded December 22, 1961, for construction of the Bundy Bridge on the Long Tom River Section of Martins Lake Road in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-29-61	CC 726		302-1035-297

INVOICE NUMBER
72753

Benton County Court
Courthouse
Corvallis, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED JOHN D GRAHAM		$9,500.00
Partial transfer county advance deposit for Long Tom River (Bundy) Bridge Section, FAS 578. Covered by agreement dated December 8, 1961.			7,500.00
To be retained			$2,000.00

RECEIVED
DEC 29 1961
ENGINEER
COUNTY & CITY RELATIONS

ACK QUEST

Cash Received ....
By ....

A 150 (REVISED 7-60)

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
R. JONES

December 29, 1961

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $9,500 for the Long Tom River (Bundy) Bridge on FAS 578. Contract #6013 has been awarded to George Millett, Jr., of Eugene.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones

V. R. Jones
County & City Relations Planning Engineer

VRJ:ml
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
[illegible] 1961

FOR FILING

6613

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1961

SUBJECT: FAS Advance Deposit
FAS 578, Benton County

To: ~~Mr. Ivan Merchant~~
~~Bridge Engineer~~
~~O F F I C E~~

On December 22, we received Benton County's deposit of $9,500 which represents the County's share in the estimated total cost for construction of the Bundy Bridge (Long Tom River) on FAS 578.

The project is now clear for award of a contract.

V. R. Jones
County & City Relations Planning Engineer

JDG:mm

cc: R. L. Porter

K

[illegible]
R. L. PORTER

RECEIVED
[illegible] 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

NOTED
H. S. COX

December 7, 1961

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
[illegible]

NOTED
R. H. PRANGE

Gentlemen:

On December 6, a bid was received from George W. Millett, Jr. of Eugene for construction of the Long Tom River (Bundy) Bridge on FAS 578. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract:

Bid Items	$42,169.50	
Engineering & Contingencies, 12-1/2%	5,271.19	
Estimated Total Cost	$47,440.69	
County Advance Deposit Required 20% of $47,440.69	$ 9,488.14	or say $9,500

Please make this deposit by a check payable to the Oregon State Highway Commission in the amount of $9,500, forwarding same to this office. When this deposit is received a contract can be awarded for the project.

There were twelve bidders on this project with bids ranging from $42,169.50 to $71,500.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mo

RECEIVED
JAN 15 1962
FOR FILING

6013

December 22, 1961

George M. Millett, Jr.
330 Sunset Drive
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 6, 1961 accepted your proposal for Long Tom River (Bundy) Bridge on Martins Lake Road in Benton County for the sum of $42,160.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 6013.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FW:bl

cc: R. G. Savage (STAC)
Frank Morgan
L. H. Young
Ivan D. Merchant
Pacific Bldr. & Engr., Inc.
Lowell Richards, Daily Journal of Commerce
Daily Journal of Commerce
Oregon-Portland Cement Co.

NOTED
J. Mc C.

RECEIVED
JAN 16 1962
FOR FILING

S-105 ([illegible])

6013

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
December 19, 1961

Agenda Item 4-k-1

FAS Project Agreement
Benton County

Mr. H.S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a conformed copy of an agreement with Benton County covering the construction of the Long Tom River (Bundy) Bridge on FAS 578 in Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Benton County Court.

Secretary

[illegible]
Attach: 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1961

AGENDA
DEC 8 1961

4.fc-1

4.fc-1

SUBJECT: FAS Project Agreement
Benton County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering construction of the Long Tom River (Bundy) Bridge on FAS 578 in Benton County.

Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved November 3, 1960.

Don Harwell
Don Harwell, Mapping & Records Engineer
County and City Relations

DH:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

(A)
2 COPIES TO
BE SIGNED

(By Secretary)

Da... 11-3-60 Min Page 22893

M

RECEIVED
DEC 19 1961
FOR FILING

S-105(2)
13

December 19, 1961

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County a fully executed copy of an agreement between the State Highway Commission and Benton County covering construction of the Long Tom River (Bundy) Bridge on FAS 578.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

2

RECEIVED
DEC 8 1961
FOR FILING

5-105(2)

6013

December 8, 1961

George W. Millett, Jr.
300 Sunset Drive
Eugene, Oregon

Dear Sir:

The State Highway Commission on December 8, 1961, accepted your bid in the amount of $42,169.50 for the Long Tom River (Bundy) Bridge in Benton County, which was the low bid received for that job on December 6, 1961.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rv

cc: Tom Edwards
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
V. R. JONES

November 13, 1961

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Long Tom River (Bundy) Bridge Section of FAS 578.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $47,238; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than November 30.

It is presently planned to accept bids for this project on December 6.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
V. R. Jones
Field Engineer, County & City Relations

VRJ:mm
Encl.

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
6/23/61

FAS 578, BENTON COUNTY

TERMINI: Bridge over the Long Tom River approximately 2.0 miles southeast of Bruce (Bundy Bridge).

PROPOSED WORK: Construct one 189' concrete bridge.

PROJECT LENGTH: 0.036 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$55,000	$33,000	$11,000	$11,000 (County)

EXISTING FACILITIES: 160' covered timber truss, 16' wide. This bridge is too narrow and is in a deteriorated condition.

ADJACENT SECTIONS:
WEST END: 20' oil mat, 24' roadway.
EAST END: 20' oil mat, 24' roadway.

PROJECT DATA: Construct a reinforced concrete deck girder bridge 189' long and 26' wide on improved alignment. County will construct the approaches with a 20' oil wearing surface and a 28' roadway. The approaches will be constructed to proper highway standards with satisfactory vertical and horizontal alignment.

ROW:	60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

ROUTE DATA: See S-205(1).

VRJ:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED

NOTED
C. G SWENSON

Salem, Oregon
May 23, 1961

Bundy Bridge
FAS 578, Benton County

Mr. Earl Saling
R/W Office Manager
OFFICE

Attached is a right-of-way certificate covering files nos. 33268-A and 33268-B on the subject project.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

5-10-61

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. ____________

Highway No. FAS 578

Name of Project Bundy Bridge

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Corvallis, Oregon, this 10 day of May, 1961.

Benton County Court

E E Easton
Judge

Walter Schmidt
Commissioner

Melvin S. Hawkins
Commissioner

RECEIVED
MAY 11 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-20 30M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 4, 1961

SUBJECT: Long Tom River (Bundy) Bridge
Bridge No. 14171C

To:

Mr. C. G. Swenson
City/County Relations Engineer
OFFICE

Attached are two copies of Drawing No. 16751 which are the vicinity maps for the Long Tom River (Bundy) Bridge located on the Martins Lake Road, FAS 578, in Benton County, Bridge No. 14171C.

We find the grade line on this vicinity map to be rather low. It would necessitate submerging the stringers of the bridge during high water. We have shown in red pencil suggested revision to this grade line, and wish that you would contact Benton County, and get their approval for this change. We have already discussed the matter of grade change with Mr. Barbee, and he concurs with us on the change.

Theo C Roake

T. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

NOTED
H. S. COX

NOTED
C. G. SW[illegible]ON

April 13, 1961

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Enclosed are two option forms in triplicate covering right-of-way to be acquired in connection with the Long Tom River (Bundy) Bridge Section, FAS 578, in Benton County. Also enclosed are three prints of Right-of-way Map #7B-32-12 covering these properties.

When the County has completed negotiations for the required right-of-way for this project, please advise this office by signing and forwarding two copies of the enclosed right-of-way certificate. We should also be advised of the right-of-way conditions, if any, which would affect the construction project.

It would be most desirable to have the signed certificates returned to this office by June 1, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl: 3 R/W certificates

FORM E 30 50M 7-60 27395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1961

SUBJECT: Options
Long Tom River (Bundy Bridge)
Martin Lake County Road

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with Long Tom River (Bundy Bridge) Section of Martin Lake County Road in Benton County. This contract is scheduled for letting May 23, 1961.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are attaching 4 prints of map No. 7B-32-12 covering this area and bearing our date of April 11, 1961.

File No.	Name	Area
33268-A	D. Ross Barclay, et ux	0.35 Acre
33268-B	Paul Buxbaum, et ux	0.66 "

Earl F. S
EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Options
4 Prints

cc: J. D. Walker-1 Print

E. J. Benner

RECEIVED
APR 13 1961
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
4/5/61

Bundy Bridge
FAS 578, Benton County

Mr. J. E. Morelock
OFFICE

NOTED
Harold C. Ayers

The subject named project data has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Please note that the county has requested that this bridge be placed on concrete piling similar to the structures built over Muddy Creek in 1959 on FAS 207.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Ivan Merchant
V. G. O'Neil

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1961

SUBJECT: Long Tom River (Bundy) Bridge
Martin Lake Road
Benton County FAS 578

To:

Mr. Tom Edwards
Construction Engineer
Department

Herewith the following data on the subject section:

Vicinity map (tracing cloth) showing revised alignment and proposed right of way

One photostatic copy of property deed

One pad of coordinate sheets

The proposed project is for the bridge construction only, the County to perform all grading and surfacing work for the approaches. The grading quantities have not been received from the field as yet but will be submitted as soon as they are available.

Would you please forward the proper data to the Right of Way Writing Department so that right of way descriptions can be prepared, and to the Bridge Department for the design of the bridge.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AH
cc Mr. Ivan Merchant
Mr. Clarence Swenson

RECEIVED

NOTED
Harold C. Ayers

NOTED

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NOV 25 1960
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
LONG TOM RIVER (BUNDY) BRIDGE SECTION
FAS 578, BENTON COUNTY

1-22-60

The following prospectus is submitted concerning the Long Tom River (Bundy) Bridge Section on FAS 578, which is a county road on the Federal Aid Secondary System. The Long Tom River (Bundy) Bridge is located three and one-half miles north and one and one-half mile east of Monroe. The overall length of the project is 0.1 mile.

This will be a location survey for the purpose of preparing plans and estimates for realignment, reconstruction and bridge construction. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present (1959) ADT is 100 and the projected (1978) ADT is 160. This will be a Class "E" highway with a maximum grade of 2 per cent and a maximum curvature of 10 degrees. The typical section will consist of a 20-foot traveled way with 4-foot shoulders; the new bridge will have a horizontal clearance of 26 feet. The tentative base design is:

Paving Course	1¼"
Level Course	2 "
Base Course	12 "
Total Depth	15¼"

(Base design subject to change upon completion of soils investigation.)

Deviation from State and Federal standards is not anticipated.

This will be an unrestricted access facility with no interchanges or railroad crossings.

The existing bridge will be replaced by a new structure on an improved alignment slightly upstream, which will permit use of the existing bridge during construction. Road approaches to the new bridge will be constructed by the county.

Materials are available from commercial sources in the vicinity of and south of Corvallis.

There are no State parks affected by this project.

November 22, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright

There are no State parks affected by this project.

November 22, 1960

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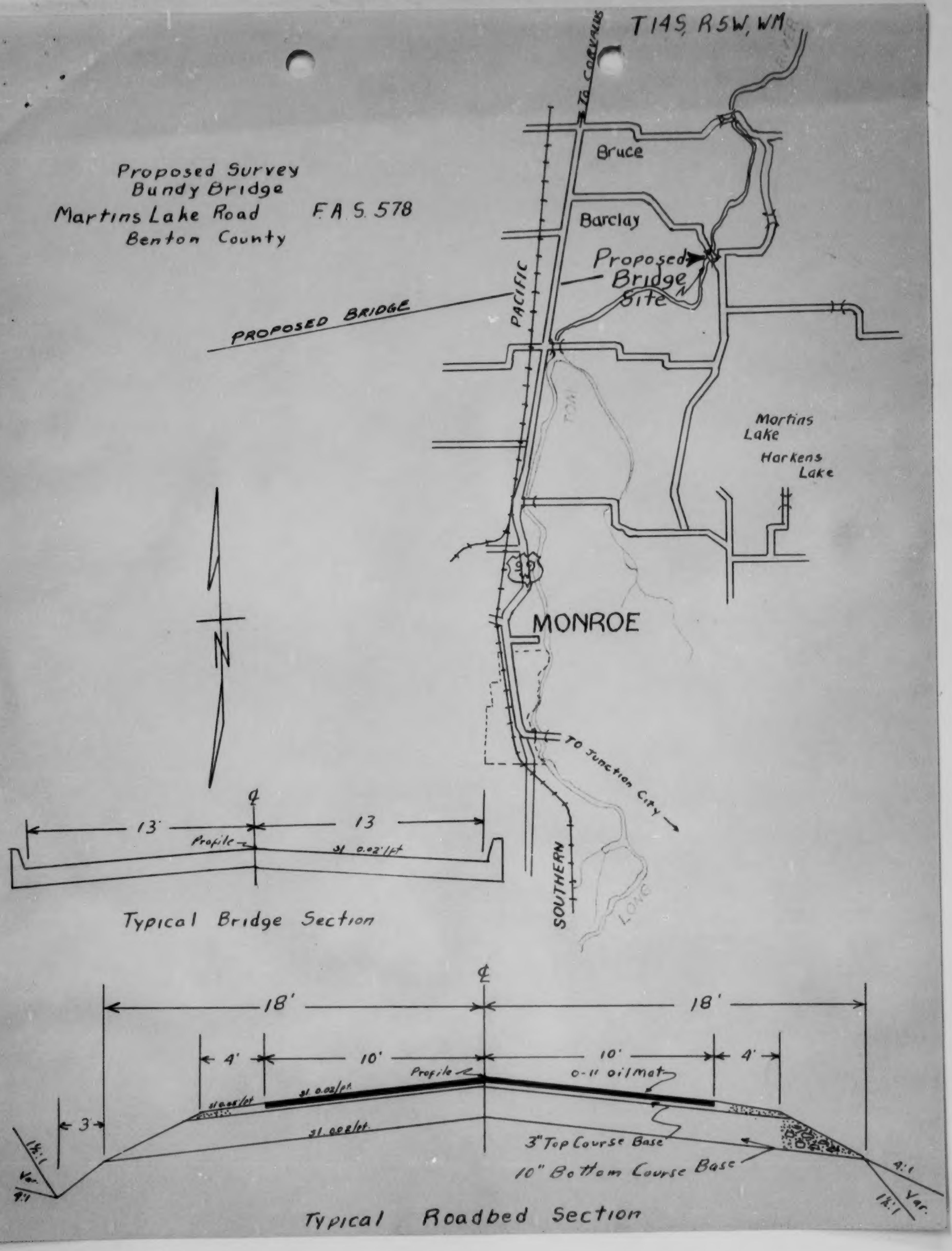
Walter T. Wright

Proposed Survey
Bundy Bridge
Martins Lake Road F.A.S. 578
Benton County


T14S, R5W, WM
To Corvallis
River
Bruce
Barclay
Proposed Bridge Site
PROPOSED BRIDGE
PACIFIC
Martins Lake
Harkens Lake
99
MONROE
N
To Junction City
SOUTHERN
Long
¢
13'
13
Profile
S1 0.02'/ft
18'
4'
10'
Profile
0-11 oilmat
S1 0.05/ft
S1 0.03/ft
S1 0.02/ft
3
3" Top Course Base
10" Bottom Course Base
18:1
Var.
4:1

Typical Bridge Section

Typical Roadbed Section

10-31-60

BENTON COUNTY
PROPOSED PROJECTS

FAS 578, Martins Lake Road: Bundy Bridge over Long Tom River, $48,000. The proposed project is to construct a bridge slightly upstream from the existing structure. The County has requested that concrete piling be used in a design similar to the structures built over Muddy Creek in 1959 on FAS 207. The bridge is to be 26' in width. The County will construct road connections and approaches and the existing bridge will remain in place to provide a detour. Removal of the existing bridge will not be required.

FAS 830, County Road No. 1E: Star Creek Road-Fletcher Creek Section, grading and surfacing, 2.5 miles, $110,000. The proposed project is for grading and placing base surfacing to a top width of 28 feet. There will be a short section of realignment in the vicinity of Auxiliary School and also at Fletcher Creek. Placing of the 20' oil mat wearing surface will follow under a future project.

60-h
10/13/60 Approved 11-3-60

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 5990 Ends with: Contract# 6013

FLASH CARDS: Begins every Contract

Remarks: #5990 continued from reel 106

Reel No. 107 Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 9 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvas Storm